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Vol. IX AUGUST, 1956 No. 8

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Front Cover : W.R. " Manor " Class 4-6-0 No. 7827 *Lydham Manor* crosses Barmouth bridge on May 24, 1955, with a through train for Birkenhead.
[Photograph by P. H. Wells

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★ Pacific on the West Highland—Class '6" 4-6-2 No. 72001 *Clan Cameron* climbs Glen Falloch with a special from Glasgow to Spean Bridge for the Clan Cameron gathering on June 16, 1956 (see page 407).
[John Robertson

the editor's news & views

TALKING OF TRAINS

More diesel services

FROM July 2 the Lincolnshire diesel train scheme was extended. All services between Cleethorpes and Lincoln, apart from certain seasonal trains and the Cleethorpes-Birmingham through train, are now diesel-operated with Metro-Cammell units (we understand that there have been trial runs between Sheffield and Cleethorpes also), as well as those on the New Holland-Barton-on-Humber–Immingham Dock lines; diesels have also displaced steam from the majority of the local workings between Louth and Willoughby via Mablethorpe. According to a correspondent, diesels will work between Doncaster and Hull next year. "Crieffonian" reports that from June 11 two-car diesel sets based on Perth began experimental operation on the Comrie-Crieff-Gleneagles route and also between Edinburgh and Galashiels; later these two units, on loan from the Eastern Region, were to operate on test between Edinburgh (Waverley), Corstorphine and North Berwick. In North-West England a recent announcement by the chairman of the L.M. Area Board in Liverpool disclosed that routes planned for dieselisation in that area as soon as possible included Liverpool (Lime Street) to Wigan via St. Helens, and Liverpool (Central) to Gateacre and Warrington. Lord Rusholme added that the refreshment car units planned for a fast interurban service between Liverpool and Manchester and Bradford and Leeds will cut the overall journey times between the Lancashire and Yorkshire cities by some 20 minutes.

●

Mr. J. W. Watkins has been appointed a permanent member of the British Transport Commission. He has been succeeded as General Manager of the London Midland Region by Mr. David Blee, formerly a Member of the Railway Executive and lately Traffic Adviser to the B.T.C.

●

The Churchbury loop

A PRELIMINARY job in the electrification of the ex-G.E. Cambridge main line to Bishops Stortford and its branches is the relaying and reballasting of the 9¾-mile Churchbury loop, between Lower Edmonton and Cheshunt, which has been a freight line since passenger services from its intermediate stations were withdrawn in July, 1919. This work is now in hand. It is

necessary to bring the loop up to the standards that will be required of it as the principal route out of Liverpool Street for electric passenger trains to Hertford and Bishops Stortford, to keep them clear of the busy steam-hauled freight traffic on the Lea Valley route through Ponders End.

●

The report of the Pullman Car Co. for 1954-5 *notes that business on its newest venture, the "South Wales Pullman," has picked up after a doubtful start. By May last returns from the train's eight cars were showing a net profit of* £8,000 *per annum.*

●

New emblem and liveries

NEVER attracted by the "ferret-and-dartboard" emblem devised for British Railways after nationalisation, we find ourselves no more enthusiastic over the new device introduced in June and first displayed on "Britannia" Pacific No. 70016 *Ariel*. For the record, this comprises "a demi-lion rampant (the British lion) holding between the paws a silver locomotive wheel. The lion is issuant from a heraldic crown of gold on which are arranged the rose (for England), the thistle (for Scotland), the leek (for Wales) and the oak-leaf (for all Great Britain)." The badge itself is not unpleasing, but the fussy little "British Railways" legend looks as out of place on the tender of a large modern locomotive as did that of the previous emblem (and just as unnecessary). In addition to locomotives and multiple-unit train motor coaches, the coaches of some expresses are to display the new emblem. Meanwhile, observers on the L.M.R. have had the first sight of the new B.R. standard coach livery of maroon with black and yellow waistbands, for the "Midlander," "Merseyside Express," "Mancunian" and "Royal Scot" sets have been repainted in the new colour and equipped with gay new roofboards in varying colours, featuring a thistle and rose on the "Royal Scot," a liver bird on the "Merseyside Express," a hand and hammer on the "Midlander" and the Manchester coat of arms on the "Mancunian." New destination boards and engine headboards incorporating relevant coats-of-arms are also displayed on the trio of Western chocolate-and-cream trains, the "Bristolian," "Cornish Riviera Express" and "Torbay Express." These refurbished Western train sets look very smart; one wonders only what special coach cleaning resources the W.R. deploys in proposing to extend this livery to all its titled trains, since the reason given by British Railways for abandoning crimson-and-cream was that the cream was so difficult to keep clean.

●

With the commencement of the summer services, passenger train services were withdrawn between Crook and Tow Law, N.E.R., and between Swansea (High Street) and Felin Fran Halt, W.R.

●

Full employment of track

BRITISH track costs as much as £10 a yard to lay and up to £1,800 per mile per annum to maintain, writes Mr. J. W. Dedman, newly appointed Traffic Manager of the London, Tilbury & Southend line, in the latest issue of the *British Transport Review*. With costs running at these levels, it is a sobering thought that on the average each route mile of B.R. track carries not more than two trains per hour; even so important a trunk route as the former G.N. main line is travelled by an hourly average of less than four trains each way. In Mr. Dedman's view, there should be a bold approach to this problem of making fuller use of track. Given modern signalling equipment, he doubts whether less than seven or eight trains per hour over one line of track justifies the provision

★ The new British Railways emblem.

[British Railways

of completely separate up and down lines. If double track routes of this kind were singled and some other less economic lines closed altogether, or worked more profitably by adjusting services to permit "one-engine-in-steam" operation, elimination of signalboxes and reduction of operating staff, the equipment saved might well justify the provision of new routes to modern marshalling yards laid down where they can more conveniently serve industrial areas than present installations. On busier routes, Mr. Dedman, like his colleague Mr. Fiennes in our July issue, suggests that modern developments may make superfluous some of the four-tracking on British main lines outside the London area. He quotes the satisfactory results obtained by the French with "banalisation" between Blaisy-Bas and Dijon on the main line from Paris to the Riviera, Switzerland via Vallorbe and Italy via Modane. For the last 16 miles to Dijon the nature of the terrain would have made it an expensive business to continue the three- or four-tracking which prevails over much of the earlier mileage, so the double track over this section was signalled for working in both directions under the remote control of a C.T.C. panel at Dijon. This scheme may now be adopted on the South Wales main line between Port Talbot and Bridgend, instead of the four-tracking previously proposed to cope with the increase in traffic resulting from recent industrial developments in the area. Meanwhile, Mr. Dedman considers that we can get fuller employment of our tracks now by narrowing the range of freight train speeds through better use of the fitted vehicles British Railways already possess. Apart from fish and meat trains, fully-fitted trains might be dispersed over other services to make up more Class "D" (partially fitted) workings; the latter are required to include only 17 braked vehicles per train of 50, as against the 39 of a fully-fitted Class "C", but the difference in safely permitted average speed is only 10 m.p.h.—40 as against 50 m.p.h. Apart from the operating benefit, the improvement in the average transit time of many unfitted wagonloads that would find themselves on Class "D" trains would be invaluable. Thought might also be given to reducing the number of completely unfitted trains to the minimum by coupling four fitted wagons next to the engine as a general practice, thereby elevating a host of Class "F" freights to the 20 per cent faster Class "E" status, suggests Mr. Dedman. Accelerations thus brought about and backed up by modern signalling might make it possible to close or at least to single some alternative routes whose chief value now is to keep slow-moving freight off a main line.

Memento of "Big Bertha"

ALTHOUGH the B.T.C. decided against the preservation intact of the 0-10-0 Lickey banker, their policy being to save only characteristic examples of different "families" of British locomotives, "Big Bertha's" cylinders are being kept from scrap as a memento of an historic engine. These involved an interesting arrangement of crossed ports; since the inside pair of the four cylinders had to be inclined at 1 in 7 to keep their drive to the middle axle clear of the first two, there was no room between them and the bulky smokebox to mount steamchests, and thus each inside cylinder was supplied by the piston valve of its outside neighbour. On her withdrawal, incidentally, No. 58100 had completed 838, 856 miles; she bequeathed her headlight to her successor, 2-10-0 No. 92079.

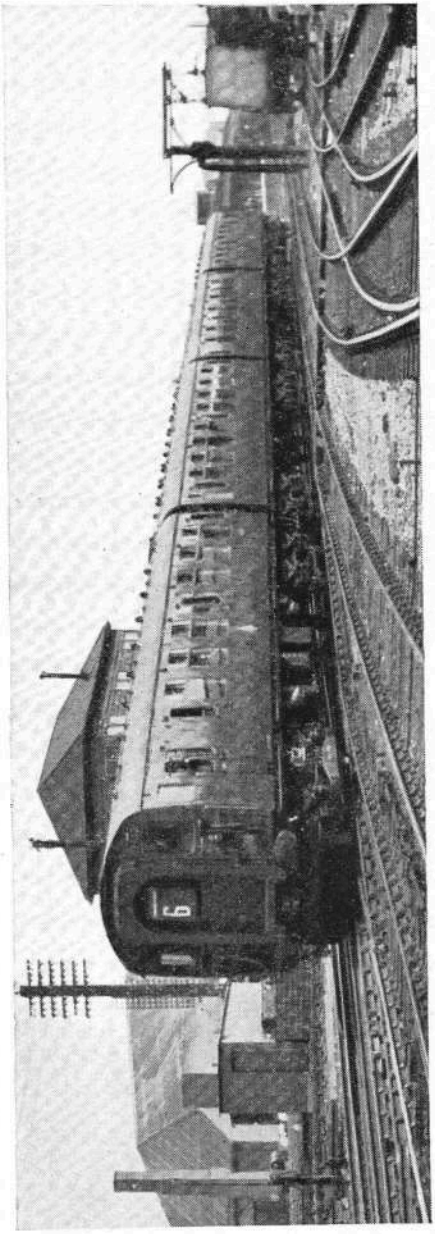
●

The Liverpool Overhead Railway is sinking fast. After 3½ hours' debate, the House of Commons early in July voted 168 *to* 100 *to give the L.O.R.'s closure bill a second reading.*

●

Wanted urgently—a museum

THE breaking-up of a unique locomotive such as "Big Bertha" is regrettable, but inevitable while space for the careful preservation of locomotive museum pieces is so limited. More than ever there is now a crying need for a National Transport Museum on a large scale, where there must be room not only to preserve, but also to steam antique locomotives on period trains over a suitable length of track, and to run vintage buses and trams from one large-size exhibit to another. Understandably, the B.T.C. appears to feel that financially and physically its plate is too full with modernisation of its present means of livelihood to divert attention, entirely on its own account, to exhibiting its past glories in suitable style, for to do the latter job properly would be an enterprise requiring considerable capital and labour resources. But that it is worth doing, and that in the long run public attendances would be on a scale to repay first and maintenance costs—and show a profit—we have not the slightest doubt. Recently there have been reports that at least two public authorities on the South Coast have shown interest in the idea as an addition to the attractions of their resorts. We can only wish them well. But if they do not pursue the point, as a matter of some urgency, with the replacement of steam proceeding apace and many treasures already gone beyond recall, the time has come for everyone who cherishes Britain as the birthplace of steam to consider whether concerted private and official



No. 7102, one of the first batch of the Southern Region's new four-car units of "EPB" express stock, passes Redhill on a trial run from Selhurst depot to Three Bridges. At the beginning of July these units were in regular service on the 5.43 p.m. London Bridge–Littlehampton. *[G. Daniels*

action is possible. Here is an outstanding case for sectional and society, or amateur and professional differences among railway enthusiasts to be forgotten, and for 25,000 or more amateurs to make common cause now with the B.T.C., railwaymen, manufacturers of railway equipment and anyone else with an interest in and affection for the British steam locomotive in consideration of ways and means to raise the funds for, to establish and to maintain a National Transport Museum.

●

In June the Eastern Region began the face-lifting of Liverpool Street station, a job which will take about a year. All brick and stonework is to be cleaned and renovated, and the whole station will be repainted.

●

Irish bulletin

THREATS of closure of main lines in Ireland are now being voiced south as well as north of the border. At a meeting in Dublin between management and staff representatives at the end of June, the unions employed by the C.I.E. were warned that if the drift of freight traffic to the roads continued at its present rate there would be no alternative but to continue withdrawals of rail services to the point where even main lines were affected. In Ulster, writes Mr. R. C. Ludgate, the Government has confirmed that if one of the two rail links between Belfast and Londonderry has to be closed it will be the G.N.R. route via Omagh, probably between Portadown and Derry, but not between Belfast and Portadown.

The U.T.A. has withdrawn the last two ex-Belfast & County Down locomotives, with the exception of 4-4-2 tank No. 30, which is to be preserved. The pair are 4-6-4 tank No. 222 and 0-6-4 tank No. 229, which were sold by auction for scrap on June 29, along with six ex-N.C.C. locomotives—Class "W" 2-6-0s Nos. 90, 101/2 (the first of this class to be withdrawn), Class "U2" 4-4-0s Nos. 73/5, and Class "Y" 0-6-0 tank No. 18 (formerly L.M.S. "Jinty" No. 7456, one of two of the type acquired by the N.C.C. in 1944). One of the C.I.E.'s new main line diesels was badly damaged when it ploughed through bufferstops with the 10.10 p.m. Dublin (North Wall)–Sligo freight at Kilfree Junction on June 15 and its bodywork was torn from the chassis; this is the third time in six months a C.I.E. diesel has failed to brake a freight adequately.

Finally, Mr. Ludgate notes that a feature of the C.I.E.'s summer timetable is a new diesel express connecting at Rosslare with the mail boat and serving Limerick, which is reached by 10 a.m.; a return service leaves Limerick for Rosslare at

6 p.m. This is the first through Rosslare-Limerick service since the war.

●

The "Stephenson Special"

ON June 23 we spent an enjoyable afternoon on the Stephenson Locomotive Society's special train from London Bridge to Brighton, hauled by one of the two remaining "N15X" 4-6-0s, No. 32329 *Stephenson*, running to a 60-minute schedule on what was to be its penultimate passenger working. A smart departure from London Bridge enabled the 228-ton train of seven coaches to pass Forest Hill in 8 min. 20 sec., surmounting the 1 in 100 climb up from New Cross at 44 m.p.h., and Windmill Bridge Junction in 13 min. 25 sec., nearly two minutes ahead of schedule. Unfortunately, the 1.0 p.m. electric express from Victoria to Brighton, which we were booked to follow at a four-minute interval, was running a little behind time. Just south of East Croydon station we drew alongside the electric, which was running on the slow line, and then ran neck-and-neck with it for some distance towards Coulsdon North, where the electric was given the road and preceded the special on to the Quarry Line. We were brought to a stand for half-a-minute at Coulsdon, but on re-starting made a fine climb up to Quarry Tunnel, accelerating quickly on the run down to Horley, which we passed at 76 m.p.h., in 34 min. 28 sec. from London Bridge. By Three Bridges the train was back on time and hurried through Haywards Heath 1½ minutes early, at 75 m.p.h. But this energy was to no avail, for by now we had caught up the electric ahead of us, and yellow signals approaching Keymer Junction compelled a reduction of speed. Nevertheless, Keymer Junction was passed ahead of schedule, but a severe check at Preston Park made arrival at Brighton just 14 seconds late. The net time was certainly no more than 55 minutes, and we could only speculate what might have happened had we preceded the electric at Coulsdon North. The Brighton works Stroudley "Terrier" was turned out to head a special train over the closed branch to Kemp Town, after which the S.L.S. party made its return journey to London Bridge behind Class "K" 2-6-0 No. 32337, by way of the coast line to Shoreham and the cross-country line via Steyning to Horsham, where the mid-Sussex main line was joined.

●

British Railways have copied an American idea to demonstrate to their staffs the importance of correct stowage of goods in wagons to prevent damage in transit. At the Faverdale works, Darlington, two covered wagons have been fitted with transparent sides and will operate for two months on each of the six Regions in turn. They are to be known as "Fishbowl" wagons.

●

District Line modernisation

WITH the letting of a contract for the construction of a new depot at Upminster, London Transport has embarked on the first stage of a £2,350,000 scheme for modernising the eastern section of its District Line, in conjunction with the Eastern Region's Tilbury electrification scheme. At present the District Line service east of Campbell Road Junction (near Bow Road station) is operated over 12½ route miles of electrified tracks managed and maintained by the Eastern Region of British Railways, who also make use of them for some steam freight workings and occasional steam-hauled passenger trains. Complete segregation of these two flows of traffic, and of their power supply, signalling and tracks, has long been desirable, and the first step towards that end was taken last July when responsibility for the distribution of power supply to the Bow–Upminster electrified services was transferred from the Eastern Region to London Transport. Further stages are dependent to a large extent on the Eastern Region's re-modelling of the Barking area, including a new single-track flyover and a new single-track flyunder to carry the westbound District Line over and under the Fenchurch Street–Southend Line, as well as a main line flyover and extensive permanent way and platform alterations. These works are the key to the whole of the Tilbury electrification scheme, and, together with removal of the junction at Bromley, they will segregate the local and through tracks as far as Upney. In the meantime London Transport will carry out minor permanent way alterations and re-equipment to modern standards, together with installation of two-aspect colour-light signalling as standardised on the Underground system, so as to be ready when local tracks between Campbell Road Junction and Upney come under London Transport control following the Barking rearrangement. The remaining section of local tracks, from Upney to Upminster, will be similarly re-signalled and re-equipped as necessary before transfer to London Transport control at a later stage. Ancillary works to be undertaken by London Transport include a new substation at Plaistow, the provision of signal cabins and staff accommodation, and an additional platform at Upminster for Eastern Region Romford branch trains, to compensate for the proposed use of the existing Romford branch platform exclusively for District Line trains. As the Eastern Region's electrification programme involves the construction of a new rolling stock depot for the Tilbury electric stock on a site including the East

Ham depot at present used by District Line trains, a new District Line depot will be necessary, and a site for it has been chosen about half a mile east of Upminster station.

●

Only 19 *per cent of the world's locomotives, including those in Russia, are not steam, said Mr. C. M. Cock, General Manager of the English Electric Co.'s traction department, in an address to the recent Electrical Power Convention. There are some* 9,800 *electric,* 29,000 *diesel-electric and* 28 *gas-turbine-electric locomotives in service throughout the world.*

●

The progress of the diesel

MR. COCK went on to discuss the achievements of diesel traction. He describes the major revolution which occurred on American railroads in the 1930's, so that by the end of 1955 the nation's railroads had 24,635 diesel-electric units in service. In that country today, diesel-electric traction accounted for 85 per cent of the gross ton miles in freight service, 88 per cent of the passenger car miles, and 91 per cent of the locomotive hours for yard services. As a result, overall operating costs had been greatly reduced, and in the U.S.A. they now averaged about 60 to 65 per cent of those for steam. It had been found in the U.S.A. that diesel locomotives, on freight service, averaged twice the annual mileage and, on passenger service, from two to three times the mileage for steam locomotives. For shunting service nine steam locomotives were needed to do the same work as five diesels. Both freight and passenger services could be speeded up and in the U.S.A. average train miles per train hour on freight and passenger services had increased from 20 to 30 per cent above the figure for steam. Moreover, compared with steam, diesel operation had led to increases in the gross freight ton miles and passenger coach miles hauled per locomotive mile ; as a result, it had been possible for a single crew to operate a greater effective distance per shift and often with a heavier train, and thus the crew charges per unit of work done had been reduced (this factor was, of course, increased by the ability of the diesel-electric locomotive to be operated easily in multiple unit with a single crew). In Australia, the Commonwealth Railways, on their Trans-Australian section, had reduced a 1,108-mile journey from 43 to 25¼ hours, and, as at June, 1952, the operating cost per locomotive mile was 47.55 pence, as compared with 183.17 pence for steam. On a heavily graded section of the South Australian Railways diesel-electric locomotives had speeded up heavy freight trains so that one train crew could operate a return trip, whereas previously with steam only a single trip was possible. The track capacity had been increased so that doubling of the line on this section could be postponed for many years. Each unit saved the railway some £30,000 per annum.

●

Resort for coachmen

APART from Scottish relics, antique coaches from all parts of the country have for some reason been ferried to Inverurie works for scrapping in recent months, we hear from Mr. G. J. C. Reid. For example, former Midland clerestory TK No. M3208M travelled all the way from Willesden (another Midland clerestory, SC3322E, was unearthed no further away than Crathes, on the Deeside line). Annesley dispatched one of several ex-L.N.W. vehicles dealt with at Inverurie, which included two of the former double-ended brake compos, M7189M and M7174M. Two ex-C.L.C. vehicles were noted by our correspondent, M284 (still lettered C.L.C.) and M14936, the latter a discard from Nottingham, and early in June there appeared at Inverurie a North Staffordshire first, No. M18196M, built at Stoke in 1915 and sent for scrapping from Heeley.

●

The French "Mistral" is still faster this summer. It runs the 195.3 *miles from Paris to Dijon in* 149 *min., averaging* 78.6 *m.p.h., and the* 122.1 *miles on to Lyons in* 94 *min., averaging* 77.9 *m.p.h. The whole* 674.9 *miles to Nice is covered, stops included, in* 10 *hr.* 47 *min.*

●

"The Docks Express"

AN attractive itinerary covering routes in Southern England not often sampled by travellers from London is a feature of the next *Trains Illustrated* excursion, on Sunday, September 16. Starting from Paddington, the "Docks Express", which will include ordinary Pullman cars as well as the ex-"Devon Belle" observation car, will travel to Weymouth via Westbury, Salisbury and the West Moors route to Broadstone. At Weymouth it will make the entertaining run through the streets to the quayside normally reserved to Channel Islands boat trains. There will be an opportunity for passengers to travel by special train over the fascinating Portland and Easton branch, from which passenger services were withdrawn in 1951, before the "Docks Express" will set course for Paddington again, making a circuit of Southampton Docks en route to Eastleigh, where it will take the M.S.W.J. line to Swindon. Timings and the motive power to be used have not yet been settled, but we hope to publish details next month.

Lead, kindly light

A Footplate Commentary by

"TORAM BEG"

FROM what my family facetiously call my "fan mail" there emerges now and then a stubborn, refuse-to-accept-the-orthodox-approach letter. Such a letter is one which I have received from J.B.S. of Gloucester, who not only refuses to agree with what I wrote about engine headlamps last April, but gives fairly logical reasons for his disagreement.

Briefly, his case for American-type headlamps on railway engines here is as follows :

(1) They would allow a driver to see the road and any obstruction thereon, and at least he would have the brakes on, even if (at the speeds at which we run) he couldn't stop clear of an obstruction. Braking would minimise the effect.

(2) To any person or persons involved, the emergency measures taken by the driver would act as a warning before the event, and would thus give them a sporting chance to prepare themselves to resist the shock.

(3) With the introduction of diesel and electric units the "protection" afforded by the big steam engine is absent and (2) would then be doubly valuable.

(4) The probable objection from people in populous areas to dazzle from locomotive headlamps as an official excuse won't hold water, as Holland, Belgium, Denmark, France and Switzerland all fit a strong beam of light to the front of their locomotives.

J.B.S. refuses to accept my suggestion that the railways of Britain are "so many curves", and that a beam of light wouldn't be much good at the 70-80 m.p.h. speeds *Spearmint* is asked repeatedly to do in her normal running. He says :

"In my opinion there is no substitute for direct vision. I can point to a number of accidents which could have been avoided or mitigated in their effects if the driver or drivers could have seen in time. . . . Mistakes in signalling are extremely rare, we know, but they *do* happen, and if the driver of a train could see (in darkness), instead of being 100 per cent dependent on the signals, it would help to cancel out or minimise the effects of such a mistake."

There is a good deal more than I have given here. In fact, so fully is the case presented that I find myself agreeing all the time, as one must agree with a council of perfection. That is, I agree until I consider how very difficult it really is to attain perfection as a practical proposition.

I have said I do not need a headlamp to show me the way during the night because I know the road, and at the speeds I am asked to run it is likely that any avoiding action I could take if an obstruction suddenly appeared would be negligible in its effect. The reason why I have such faith in my signals and not in my vision of the road is based on two factors.

First, the railway, which my engine and train occupy, is *supposed* to be mine entirely, and no other object is *supposed* to be there to act as an impediment to my progress. Note the italics. No matter how I look at it, I must for the peace of my soul, have faith in that supposition. If *Spearmint* and I had to be forced to try and offset every factor which could happen, neither of us would ever stir a foot. This stands, of course, for more than headlamps. I wouldn't open the throttle until I was sure the brakes would act properly, which, of course, I couldn't be sure of unless *Spearmint* first moved. See what I mean ?

I set out on my trips with no headlamps to guide me, with confidence, and while I am aware that a beam of light might assist me to clash on my brakes in an unlooked-for emergency, I am also very much aware that it's a rather forlorn hope. For (and this is my personal and practical experience) when my express trips were run in daylight I got more shocks to my system than ever I received during my night running. Because of that, I would like to propound a question.

Despite the lack of headlamps on British railway engines, have there been more mishaps during the hours of darkness than during daylight ? My bet goes on there being more during the hours of daylight. And here are one or two reasons from my personal experience to explain why.

It was some years ago. The place was Lucker water troughs, between Newcastle and Berwick, the train "The Flying Scotsman", and there was full daylight and visibility 100 per cent. A p.w. lengthman was examining the troughs close to the line. I could see him a mile away, and he appeared to be looking in my oncoming direction. As usual, I pulled on the whistle (*Spearmint's* whistle was really penetrating) and when he made no move to step clear I kept the whistle going.

The speed on the troughs is limited to

60 m.p.h. We were, I would say, still a good quarter of a mile from that chap when he turned his back on us and stood in the middle of the rails looking into the water. That was my cue to slam on the brakes, pull the sands, while still shrilling the whistle. Just when the brakes began to take effect the man stepped clear ; but if he hadn't, I couldn't have stopped short of the spot where he had been standing, and *Spearmint's* weight is pretty hefty, no matter at what speed she is travelling.

Then there was that other occasion between Glasgow and Edinburgh when a " smart " girl deliberately walked on the sleeper ends with her back to *Spearmint's* 65 m.p.h., until I again applied the brake ; then she stepped aside and " cocked a snook " at me, whereat I gave her a well-deserved " cold look ". That brake application could not have saved her.

Those two illustrations are given, not so much to bolster up an argument against big beam headlamps as to point to the actual " avoiding action " taken and its possible effect during full visibility. In fairness, I must also say that I have prevented damage and injury to trains and people, when visibility was good, but in every case which I can bring to mind, this was possible only when my train or engine was travelling very slowly. In my April article I was discussing the usefulness of strong beam headlamps during high speed.

I have had the good luck never to have been involved in a major mishap, but over many years I have been concerned in investigating " cause and effect " of many railway accidents. In most of the cases which happened during daylight the drivers have told me that the speed at which they were involved prevented very much being done to mitigate the effects.

Now to get down to the apparent reasons for American and Continental headlamps, which allow drivers to see the road. I have used the word " apparent " because I have never seen these reasons advanced before in comparison with our railways.

On American and Colonial railways animals are quite often encountered, I suppose, and that so far as I know has been the main reason advanced for blazing headlamps. But I think it is true to say that on most of the railways outside Britain the ordinary public are expected to be met with on the line to a much larger degree than is the case in Britain. At every station in America and most other countries there is a level crossing, and while I'm open to correction, I believe it would be true to say that little or no attempt has been made to keep the railway line as free from trespass as we do in this country.

This, of course, brings me to the main plank in J.B.S's argument, that because blazing headlamps are considered necessary in other countries they should be introduced here. I agree that they might be useful in a strictly limited sense, but, quite frankly, I prefer my railway with its multitude of bridges, walls and fences which prevent animals and people from " jay-walking " on the railway, rather than a light which shows them to me in all their unpredictability. As I have said, I must have faith in the suppositions, and one of these is a faith which every driver must cultivate and in which he must firmly believe, that on the railway, unlike the Queen's highway, there is no " fool round the corner ". We must have this faith whether we have blazing headlamps or not, otherwise we wouldn't drive high-speed railway trains at the speed and with the safety which the public demands.

This, in turn, brings me to another aspect of J.B.S's argument—the fundamental one—that of carrying a light on a high-speed machine as a means of preventing or mitigating accidents. Here again, I am not writing on impulse.

During a fairly long period of writing on the subject of speed and all that it means I have contributed quite a few articles to the Press on the subject of headlamps in their relation to motorised road vehicles and their apparent effect on the accident rate. To do this effectively I have travelled many miles at high and low speeds in motor cars, driven by a variety of drivers, good, bad and indifferent.

Omitting the danger of dazzle (which is very real), I have noticed that a beam of light penetrating a black wall of darkness has the habit quite often of distorting what is ahead. I have watched, for instance, how a tiny red tail lamp on the edge of the beam could be mistaken for a solitary cyclist hugging the roadside, but on closer inspection it turned out to be a low-hung lamp bang under the centre of the huge, unlighted mass of a commercial vehicle taking up about two-thirds of the road space.

Not only that, but with a straight beam of light the curvature of the highway seems to be thrown out of line. Thinking of these and other disturbing angles on headlamps and how they delude, I can imagine what effect they would have on a railway express driver. He might see some quite innocent, unlighted wagons stowed away in a siding, looking as if they were standing bang in the middle of his path, and I believe that this tendency to distort would be accentuated on a railway engine every time I look at the bobbing, jerking, syncopation of an engine chimney under which I assume a strong beam headlamp would be fixed.

★ London & North Western signals still make a brave show at Chester. "Jubilee" Class 4-6-0 No. 45643 *Rodney* eases the 7.5 a.m. Holyhead–Manchester into the General station on May 11, 1955. [*N. Craig*

★ Compound 4-4-0 No. 41079 passes Wellingborough motive power depot on the 4.25 p.m. Leicester–St. Pancras semi-fast as a Stanier 2-8-0 moves a southbound coal train out of the yards on August 26, 1953.
[*T. B. Paisley*

Soapworks Special

By NORMAN JONES

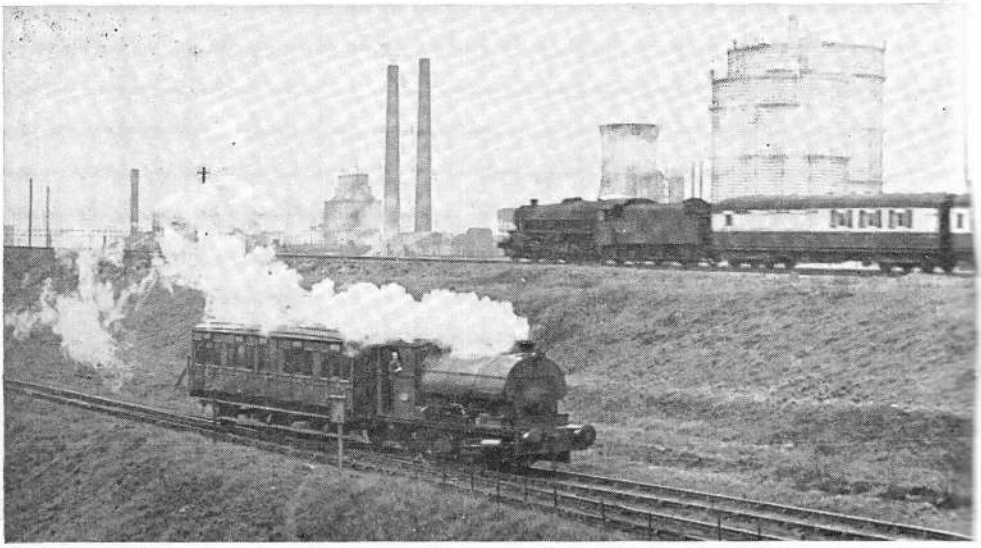
Photographs by the author)

OFFICE Workers at the C.W.S. Soap Works Ltd., Irlam, Lancashire, take as a matter of course, morning and evening, a free rail trip for which any rail-fan would travel miles and dig deeply into his pocket.

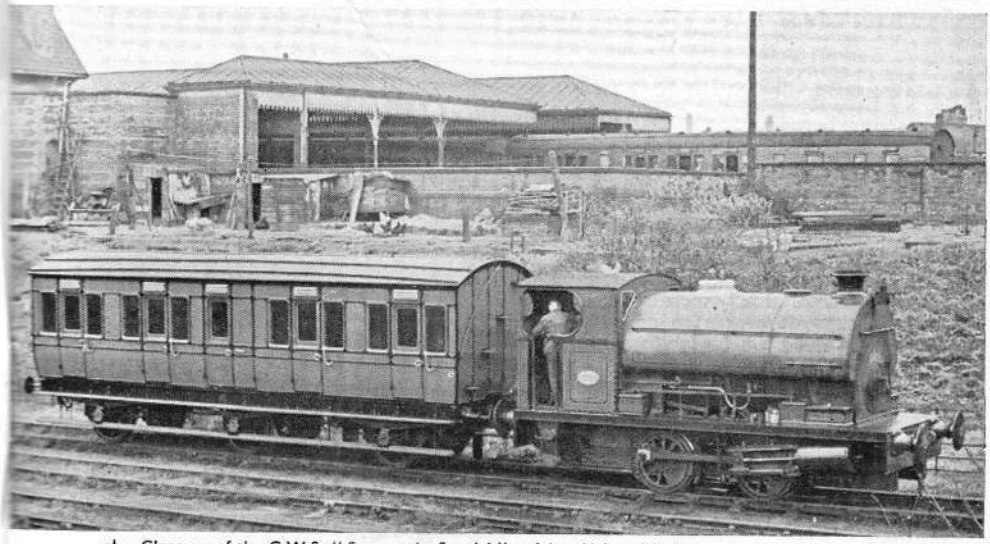
The Soap Works is situated about half a mile from Irlam Station on the Cheshire Lines route from Manchester to Liverpool. Five and a half miles from Manchester this line crosses the Manchester Ship Canal and then, on the right-hand side of the embankment, one sees the works, its network of private sidings and, most important from our viewpoint, a branch line running parallel with the main line. This branch is the property of the Manchester Ship Canal Company's railway service. Run in conjunction with the canal, it joins the main canal lines at the bridge which we have just crossed and follows a double track course alongside the Cheshire Lines route until it makes a connection with the main line just beyond Irlam station.

Over this short but interesting branch the Co-operative Society has running powers. Promptly at 8.17 a.m. and 5.7 p.m. a fascinating little train leaves the Soap Works and travels along the somewhat uneven track to a tiny halt from which there is access to the platforms of the adjoining Irlam main line station by a path from the up platform, for the benefit of staff at the Soap Works who travel by rail from the Manchester and Warrington areas.

The motive power is a Peckett 0-4-0 saddletank, in black-and-yellow lined green livery, with red buffer beams and with that high gloss that bespeaks the care devoted to the maintenance of this little locomotive by a crew who are really proud of their charge. The *pièce de résistance*, however, is the single coach it hauls, which is likewise highly polished and apple green in colour, with black wheels and lining. This is none other than an ex-Midland Railway six-wheel passenger brake with four compartments for passengers and in the middle a brake compartment ; it is not brake-fitted and the brake shoes on its six wheels are controlled by a handle in the compartment. The coach was purchased by the Society in 1922, but still bears a plate on the solebar carrying the inscription " Midland Railway Co., Builders, Derby, 1885." Unfortunately it has been modernised by the fitting of electric lighting, but on the coach ends one can still see the handrail and steps provided for access to the rooftop for attention to earlier forms of lighting. There is no



★ A Liverpool–Manchester express hurries by on the C.L.C. main line behind as the C.W.S. " Soapworks Special " bowls merrily along to Irlam.



★ Close-up of the C.W.S. " Soapworks Special " at Irlam Halt, with the connecting C.L.C. train in the main line station behind. The Peckett saddletank will now propel its ex-Midland six-wheeler back to the Soapworks.

charge to C.W.S. employees for its use, but the " Operating Authorities," like the old Great Western, seem to have definite ideas of classes, for the compartments are firmly divided, one each for management, ladies, males, and one spare, presumably for any untouchables who may decide to travel.

A crew of three accompanies this " Special," as it pulls away with a high-pitched whistle. Its route, incidentally, is of some interest. When the Ship Canal was built a deviation had to be constructed to carry the Cheshire Lines route over it, and the previous main line became the property of the canal when the deviation was opened to goods traffic on January 9, 1893 ; it is these original Cheshire Lines metals over which the little train runs daily. The driver does his own firing, but on these passenger journeys he is always accompanied by a shunter who keeps a keen look-out from the other side for possible jaywalkers, whilst in true Nineteenth Century railway fashion the brakesman controls the coach from his compartment. The train is pulled on the outward trip and propelled home again.

Two locomotives are busily engaged in shunting for twelve hours per day and it is heartening in these days of dieselisation to find that the Society still places its faith in steam and last year purchased a Peckett fireless locomotive. Their stock now consists of Peckett 0-4-0 saddletanks Nos. 2130 and 2131 of 1951 and 0-4-0 fireless locomotive No. 2155 of 1955. The fireless locomotive is in service regularly, but it never ventures to Irlam with the special. The other two Peckett engines alternate a week's work with a week on shed, whilst the two regular drivers alternate every seven days between the fireless and standard locomotives. A similar 0-4-0 Peckett saddletank of 1905 vintage was the stand-by until the arrival of the fireless job. This old stalwart remained gloomily in a corner of the shed whilst the latest arrival proved itself (and incidentally confounded some local unbelievers), but then, at the beginning of this year, it was bustled away to a quiet corner of the yard and ignominously cut up and carted away piecemeal by a scrap dealer.

Some four years ago this little railway must have been even more interesting. About a mile along the Ship Canal towards Manchester is situated the C.W.S. Margarine Works and from this establishment a similar train service was operated to the Irlam Halt ; it ran along the Canal metals as far as the Soap Works, then turned right and followed the same path as the other working. In common with better-known services, however, this one was withdrawn due to lack of support. I have not seen it, but I understand that a six-wheel coach, vintage unknown, is mouldering away somewhere in the Margarine works sidings.

●

With the commencement of the summer service, the 8 *a.m. Cheltenham-Paddington and the* 4.55 *p.m. back were titled the* " *Cheltenham Spa Express.*"

British Railways in 1955

FINANCIALLY, 1955 was a depressing year for British Railways. A gross receipts total of £452.3 millions was only 1 per cent up on the total of previous years, despite increased rates and charges, and thus, in face of greatly increased costs, British Railways were able to contribute no more than £200,000 (as against £14.8 millions in 1954) to the B.T.C.'s total working surplus for the year of £29.5 millions. The comparatively insignificant profit on British Railways' operations was by far the largest contributory factor to the B.T.C.'s inability to meet by more than 50 per cent its central charges, mainly for finance, of £60.1 millions, so that the Commission's accumulated deficit rose to £70 millions by the end of the year.

Root cause of this unbalance, claims the B.T.C., is its inability to keep pace with inflation, coupled in 1955 with the effects of the unhappy footplatemen's strike in May and June, which cost about £12 millions. The railways' working expenses were £18.9 millions or 4½ per cent up on 1954, but the procedure whereby approval must be sought to increase rates and charges meant a lengthy delay before higher receipts began to flow in to meet wage increases granted over five months earlier ; to this cause the B.T.C. attributes a loss of £8 millions. Then, after the increase in rates and fares, the railways were faced with another jump in prices, notably of coal, which put them another £5 millions on the wrong side of the ledger by the end of the year. This restriction of the B.T.C.'s freedom to adjust their charges to meet changing conditions, of course, has always been with them, and has cost British Railways and London Transport about £100 millions since nationalisation. Another important factor in building up a large deficit has been the excessive maintenance costs with which the railways have been burdened through the restrictions imposed on the replacement of worn-out rolling stock, buildings and other equipment in the immediate post-war years ; naturally, out-of-date equipment has also reduced efficiency and helped to drive traffic on to the roads.

A chart in the Report effectively illustrates just how much railway rates lag behind the cost of other typical services and commodities ; for example, whereas a ton of house coal cost £2 6s. in 1938, or a pound of tea 2s. 3½d., today they cost respectively £8 6s. and 7s. 6d.—yet the average receipt per mile from railway fares has no more than exactly doubled, from 0.7d. to 1.4d., in the same period.

Despite this gap between costs and railway charges, and the railways' handicap that its new freight charges scheme is still bogged down before the Transport Tribunal, whereas other conditions required by the present Government to create the competitive transport world it favours have been realised, the B.T.C. has promised to freeze its fares and freight charges for the rest of the year, except for some possible local adjustments. In giving this assurance, however, the B.T.C. hints that in conditions where it must bow to Government requests to cut demands for increased charges while one of its principal suppliers, the N.C.B., is promptly allowed to raise prices by a substantial figure, the practicability of its constitution is open to question. The stabilising of freight charges for the rest of 1956 is conditional, says the B.T.C., on a reassessment of its financial position to be made in the autumn ; and, in the light of that reassessment, on the evolution of a course of action consistent with the Commission's obligation to pay its way, which it cannot disregard unless expressly relieved of it, and the vitally necessary development of its undertaking.

In its review of 1955 the Report confirms our recent disclosure that the oddities of the 1951 Regional boundary revisions are to be amended. It will be recalled that these arrangements, amongst other things, handed the Midland main line from Bristol to Birmingham and the Southern lines west of Exeter over to the commercial and civil engineering control of the Western Region, though maintaining a status quo in operating matters, and partitioned the Great Central main line. Once again commercial and operating authority of these " penetrating " lines will be sensibly vested in the same Region ; we gather that old loyalties will be considered in most cases, but lines may not be returned to their original controllers in every instance.

Shortage of labour was a particular worry to British Railways in 1955. In such centres as London and Birmingham matters reached the pitch where the lack of adequate operating staff was forcing the daily cancellation of freight trains and seriously affecting the speed and certainty

of rail freight deliveries. Footplate staff were reduced by 3,427 in 1955, compared with 2,033 in 1954, and guards, signalmen, shunters and porters by 3,030 ; the railways' total manpower was down from 577,384 to 563,040. As readers know, a vigorous recruiting campaign to meet this continuing wastage was launched by British Railways early this year.

The rate of steam locomotive withdrawal accelerated. Only 174 new locomotives were put into service, against 639 withdrawn (the 1954 figures were 274 and 373 respectively), but 136 diesel shunters were also added to stock, as against 59 in 1954. Thanks to the footplate strike, of course, the mileage run was 5.3 per cent down on 1954. One odd feature of the mileage statistics is that whereas the Eastern Region reduced " assisting required " double-heading of passenger trains by 38.4 per cent in terms of mileage, and the Western Region by 11.6 per cent, the Southern Region figure shows an increase of 25.6 per cent. An extremely interesting addition to the statistics this year is a table of train working costs, which, although difficult to summarise in a few figures, shows clearly how the operation of steam is more expensive in every way than its electric and diesel rivals ; to take fuel alone, costs for a steam locomotive per total mile are 2s. 4.6d. ; for electric traction 2s. 1.4d. ; but for diesel traction no more than 5.8d.

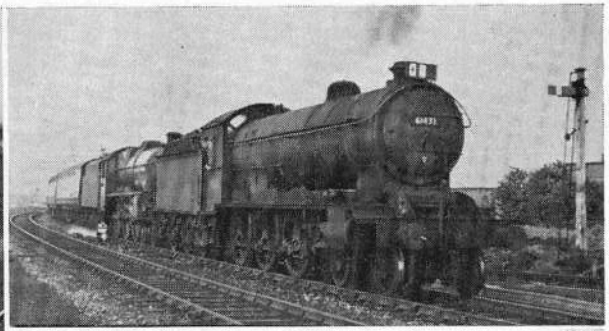
The replacement of life-expired coaching stock was speeded up in 1955, and at the end of the year the total of fully depreciated vehicles in service was down to 3,400, against 4,000 a year earlier. The construction of 1,713 new multiple-unit and locomotive-hauled coaches permitted the withdrawal of 1,867 old vehicles in the year, against 1,264 in 1954. The Report reveals that work has started on the development of new designs for every type of passenger rolling stock for main line, suburban and cross-country and branch line working. Better riding qualities and more efficient heating and vestibule arrangements are planned, besides decoration in attractive contemporary style and more comfortable and convenient fittings. In addition to prototypes to be built in railway workshops, four private manufacturers will each turn out two vehicles embodying their own ideas of *decor*. These prototypes will be tested in service to assess the reactions of the public before decisions are taken on the ultimate standard designs.

Construction of new freight stock, totalling 58,733 vehicles, was more extensive in 1955 than for 30 years. Of these, 41,739 were 16-ton coal wagons, an output which enabled British Railways to maintain its aim of replacing by the end of 1957 all the remaining 87,300 grease-lubricated vehicles of the former privately-owned coal wagons, which totalled 239,600 at the end of 1955. Construction of the new 24½-ton coal wagon, the largest capacity mineral wagon that can be designed on four wheels, has been cut down after the stock of this type had reached 800 by the end of 1955 ; so far as their use on main lines is concerned, the projected increase in freight train speeds will necessitate some modification of design, and a new 21-22 tons' capacity vehicle using the same underframe is being developed for common use. Some congestion of marshalling yards occurred in 1955 through the footplate strike and a later strike at a wagon works, which sharply increased the number of wagons awaiting repair ; matters were aggravated by the large numbers of ex-private owners' wagons awaiting sale or breaking up.

There was a steady expansion in British Railways' equipment for research during 1955. Three new development units were set up at the end of the year : a carriage and wagon engineering unit, to provide facilities at Darlington for the design and manufacture of experimental and prototype equipment ; a locomotive performance and efficiency development unit, to maintain a continuous scrutiny and analysis of diesel locomotives in service on all Regions ; and a signal engineering development unit, to provide facilities for the design and manufacture of experimental equipment and supervise its testing in service. Other matters to which research is being specially directed are bettering the efficiency of the vacuum brake by securing a smoother flow of air through the train pipes ; and the possible adverse effects on the track of diesel and electric locomotives, through their combination of higher axle loads and smaller driving wheels than steam engines.

The final section of the Report, dealing with working results, suggests that but for the footplate strike there might have been a respectable increase in passenger travel to show for the year. As it was, total passenger miles travelled were down by only 1.9 per cent and receipts up by no more than 1.3 per cent. The only Regions which failed to show an increase in takings from ordinary fares were the North Eastern and Scottish, but these slight lapses were more than offset by substantial additions to receipts from excursion and cheap fares in both cases. The Report admits that the 66.1 per cent figure of expresses reaching their destinations within five minutes of schedule during the year left plenty of room for improvement, and notes that in 1956 a special drive has been instituted to improve this performance.

Special attention is also being paid this year to the speed and reliability of freight



MORE DOUBLE-HEADING WITH A DIFFERENCE

Left : Probably the first visit of a Southern Pacific to the Torquay branch occurred on June 9, 1956. A returning excursion from Churston (believed to have been destined for Plymouth) approaches Paignton double-headed by "WC" 4-6-2 No. 34037 *Clovelly* and "Grange" 4-6-0 No. 6860 *Aberporth Grange*. [*P. F. Bowles*

Top right : Class "B16" 4-6-0 No. 61432 pilots "Jubilee" 4-6-0 No. 45640 *Frobisher* past Dragon Junction en route from Starbeck to Harrogate with the stock of a returning Harrogate–Carlisle excursion on May 24, 1956 (see *July issue, page* 347). [*M. Brown*

Bottom right : Class "G5" 0-4-4T No. 67254 helps "A1" 4-6-2 No. 60154 *Bon Accord* past Seaton Bank Head on June 3, 1956, when the 5 p.m. Newcastle–Liverpool was diverted via Haswell from Sunderland. [*J. W. Armstrong*

trains. Despite increased industrial production, British Railways' total freight traffic was once again down in total on the previous year. An increase in steel production lifted the total mineral tonnage carried by 5.5 per cent, but despite higher imports, coal and coke tonnage was down by 1.5 per cent and merchandise and livestock by the depressing figure of 4.4 per cent on 1954. In the latter two categories, of course, the traffic is being lost to the road through the railways' handicap as a result of the no more than partial implementation to date of the Government's plans for free competition already mentioned. In general, too, freight was being carried a shorter distance, so that in terms of net ton miles, the decreases in merchandise and livestock were 7 per cent, coal and coke 2.8 per cent, and the increase in minerals only 0.3 per cent. Nevertheless, such traffic as was offering was operated more efficiently, and all Regions showed further improvements in net ton miles worked per engine hour ; in fact, taking all train operation, using in 1955 only nine locomotives for every ten in service in 1947, the train miles run had improved by 7.4 per cent.

ELECTRIFICATION TO CHELMSFORD

THROUGH electric train services between Liverpool Street, Ingatestone and Chelmsford came into operation on June 11. Main line steam services are being maintained to Chelmsford until electrification of the main line is projected beyond that point, and in some cases steam train timings have been improved. As a result, local steam services between Shenfield and Chelmsford have been entirely replaced by electric trains, and Chelmsford and Ingatestone now enjoy a Mondays–Fridays timetable of 27 workings up to town and 25 back, with 18 trains up and 13 down on Saturdays, and 20 up and 19 down on Sundays. Although it has not been possible to provide a complete interval service, outside the traffic peaks there is generally an electric train each hour in both directions from Liverpool Street and Chelmsford, with more frequent services in the rush periods. According to the number of stops made en route, the overall journey time between Chelmsford and Liverpool Street varies between 46 and 63 minutes for the 30-mile journey. In addition, some steam services between Chelmsford, Colchester, Ipswich and Norwich have been replaced by diesel trains, as follows :

WEEKDAYS

Diesel Service	*Steam Service Replaced*
7.50 a.m. Chelmsford to Norwich.	8.58 a.m. Ipswich to Norwich.
5.28 p.m. (SX) Chelmsford to Ipswich.	5.28 p.m. (SX) Chelmsford to Colchester.
6.25 p.m. (SX) Chelms ord to Ipswich.	6.23 p.m. (SX) Chelmsford to Ipswich.
6.33 a.m. Colchester to Chelmsford	6.23 a.m. Colchester to Liverpool St.
3.45 p.m. (SX) Ipswich to Chelmsford.	3 50 p.m. (SX) Ipswich to Colchester.

SUNDAYS

7.25 a.m. Chelmsford to Ipswich.	7.13 a.m. Shenfield to Colchester
6.30 a.m. Colchester to Chelmsford.	6.30 a.m. Colchester to Liverpool St.

The work of electrifying the 10 route miles between Shenfield and Chelmsford began in the spring of 1955 and generally involved equipment similar to that of the adjoining 1,500 volts d.c. system between Liverpool Street and Shenfield. Searchlight colour light signalling operated by direct current was installed between Shenfield and Chelmsford in 1937, but the use of 1,500 volts d.c. power for traction necessitated the conversion of the signalling equipment to 110 volts a.c. 50 cycles operation to render the signalling equipment immune to interference from the d.c. traction supply. This conversion involved : substitution of new cable route for existing overhead wires for both signalling and telecommunications cables, which are now carried in concrete troughing at ground level, or, where the route has to be carried above ground level, in asbestos cement troughing mounted on concrete posts ; conversion of all signalling and track circuits to a.c. operation and the installation of impedance bonds in the track ; and construction of new relay rooms at Ingatestone and Chelmsford.

All cuttings and embankments on the route were strengthened. The track was lifted and relaid with standard flat-bottomed rails after the formation had been blanketed and re-ballasted, and a completely new drainage system was installed ; in addition, the track was re-aligned for high speed running. Three over bridges between Ingatestone and Chelmsford were reconstructed to provide sufficient clearance for overhead line equipment, while other overhead structures, such as the station overbridges, had to be raised, and minor platform alterations were carried out at Chelmsford and Ingatestone stations.

L.T. EXTENDS THIRD RAIL

Early in July London Transport confirmed rumours that it was to revive the pre-war scheme for four-tracking from Harrow to Watford South Junction and electrification from Rickmansworth to Amersham and Chesham. We shall report more details of the scheme next month.

The Aberdeen-Inverness route in recent years

Part Two

by W. A. A. BREMNER

UNTIL recently, Aberdeen-Elgin and Aberdeen-Inverness trains were composed of pre-war L.N.E.R. stock, with a few B.R. standard vehicles, while numerous pre-grouping types (including those of the G.N.S.R.) were to be found on the branches and as main line relief stock. At the beginning of last year, however, all these were replaced by ex-L.M.S. vehicles. Sets of two, three or four coaches are used, except for the 7.45 a.m. buffet car set, which has five vehicles, but these may be considerably strengthened on Saturdays, particularly in summer.

The usual maximum load for a "B1" between Aberdeen and Cairnie is ten bogies, and with most of the trains conveying two or three through portions, it is sometimes necessary to run these independently. Some of the extra trains are advertised to run daily or on Saturdays in the summer timetables, while others operate only when required. Before 1954, the 8.8 a.m., 2.15 and 6.50 p.m. from Aberdeen and the 12.9 and 5 p.m. up arrivals were often run in two portions at the height of the holiday season. In winter, football matches in Aberdeen were the main source of extra traffic, and for these the 12.9 p.m. up and 6.50 down were divided. The 2.18 p.m. arrival from Keith was also strengthened for shorter-distance traffic, but during December and January, when the kick-off time was advanced to 2.15 p.m., the usual practice was to run a special excursion from Inverurie to arrive about 1.50 p.m., worked by an engine and set of coaches which left Kittybrewster about 11.45 a.m. ; passengers could return by any train the same day. Present-day arrangements are generally similar, except that the additional arrival at 11.8 a.m. now takes some of the passengers who would have travelled by the 12.19 p.m. Another feature of the summer timetable is the through train in each direction on Saturdays between Glasgow (Buchanan St.) and Elgin via Buckie. This is the only through passenger train between the G.N.S. section and the south, but there are no through locomotive workings, as engines are changed at Aberdeen in both directions.

Until recently there were no through freight workings either. A few trains from the south ran direct to Kittybrewster, while some from the G.N.S. section ran to Craiginches, but most of the traffic was dealt with by trip workings between these two yards, for which Ferryhill and Kittybrewster each provided a Class "J35" 0-6-0. Both of these were officially on the Ferryhill allocation, although Kittybrewster might sometimes provide an ex-works engine or a "B1". During the last year, however, freight working at Aberdeen has been somewhat altered by the introduction of five new express freight services, as follows :

5.00 p.m. Renfrew South-Inverness, arr. 6.12 a.m.
("The Heilan' Piper")
9.00 p.m. Aberdeen-Kilmarnock, arr. 5.35 a.m.
("The Kielie")
2.52 p.m. Aberdeen-Heaton, arr. 2.17 a.m.
("The Geordie")
4.00 a.m. Niddrie West-Aberdeen, arr. 9.25 a.m.
5.55 p.m. Dumfries-Kittybrewster, arr. 5.52 a.m.

The first of these provides an overnight service from the Glasgow area to stations north of Aberdeen. Good timekeeping has been maintained and the loads carried have also been satisfactory. Between Kittybrewster and Elgin the "Hielan' Piper" is worked by a "B1", which comes back with the former return working of the 2 a.m. Class "H" goods. The 2 a.m. has been retimed to leave 15 minutes later, and its engine now returns light from Elgin to Keith Junction, whence it continues to Kittybrewster with the 12.35 p.m. freight, formerly an unbalanced working for a Keith engine.

There are a number of other Class "F" or "H" freights between Aberdeen and Keith, details of which are shown in the table of diagrams, as well as a Class "K" train in each direction which calls at most stations. The Keith and Kittybrewster trainmen on the latter exchange at a half-way point ; the changeover is nominally at Oyne, but in practice the arrangement is liable to vary according to the running of the trains. Most of the other turns consist of a passenger working to Elgin or a freight to Keith, and the men usually return with the same engine, except where the turn-round time is short or in the case of the through workings to Inverness. During the summer of 1954 the 4.45 a.m. Aberdeen-Inverness and 12.45 p.m. Inverness-Aberdeen was another through diagram, but this is now worked by ex-L.M.S. motive power between Elgin and Inverness, while on the G.N.S. section it is covered by Elgin's two "B1" diagrams, thus :

LOCOMOTIVE DIAGRAMS BETWEEN ABERDEEN AND KEITH

Time	Class	From	To
KITTYBREWSTER SHED			
12.45 a.m. MX	F	Kittybrewster	Keith Jct.
1.15 a.m. MO	F	"	"
1.15 a.m. MX	K	Kittybrewster	Inverurie
2.00 a.m. MX	C	Kittybrewster	Elgin‡
(5.00 p.m. SX		Renfrew South	Inverness)
2.15 a.m.	H	Kittybrewster	Elgin‡
7.28 a.m.	K	Kittybrewster	Keith Jct
7.45 a.m.	A	Aberdeen	Inverness ‡
11.40 a.m. SO	H	Kittybrewster	Keith Jct.
12.07 p.m. SX	H	"	"
2.05 p.m. SX	LE	Kittybrewster	Inverurie
2.15 p.m.	A	Aberdeen	Elgin †
2.40 p.m. SX	H	Kittybrewster	Keith Jct.
5.00 p.m. TO	LE	Kittybrewster	Keith Jct.
6.30 p.m.	A	Aberdeen	Inverness ‡
7.02 a.m.	B	Aberdeen	Inverurie
4.10 p.m.	B	"	"
5.40 p.m.	B	"	"
KEITH SHED			
1.30 a.m.	H	Keith Jct.	Kittybrewster
7.00 a.m.	K	"	"
12.20 p.m. SO	B	Keith Town	Aberdeen
12.35 p.m. MO	F	Keith Jct.	Kittybrewster
2.40 p.m. TWO	H	"	"
4.55 p.m. SO	H	"	"

Time	Class	From	To
6.20 a.m.	B	Keith Jct	Aberdeen
3.10 a.m. MX	F	Inverurie	Craiginches
6.15 a.m. MX	B	Elgin	Aberdeen *
5.35 a.m. MX	LE	Elgin	Keith Jct ‡
12.35 p.m. MX	F	Keith Jct.	Kittybrewster
6.15 a.m. MO	B	Elgin	Aberdeen *
6.55 p.m. SX	H	Keith Jct.	Kittybrewster
9.10 p.m. SO	H	"	"
4.02 p.m.	A	Inverness	Aberdeen ‡
6.55 p.m. SO	H	Keith Jct.	Kittybrewster
4.55 p.m. SX	H	"	"
2.55 p.m. SX	K	Inverurie	Kittybrewster
6.00 p.m.	B	Elgin	Aberdeen *
9.10 p.m SX	H	Keith Jct.	Kittybrewster
9.45 p.m. TO	E	Keith Jct.	Craiginches
7.40 a.m.	A	Inverness	Aberdeen ‡
8.05 a.m.	B	Inverurie	Aberdeen
5.40 p.m	B	"	"
6.30 p.m.	ECS	"	"
5.15 a.m.	H	Kittybrewster	Keith Jct.
6.48 p.m.	H	"	"
		Return as required	
		"	"
9.30 p.m. SO	B	Aberdeen	Keith Town

Elgin No. **4A** :
6.19 a.m. Class "B" Elgin-Cairnie Jct.†
8.35 a.m. " "B" Cairnie Jct.-Keith Town.
9.26 a.m. " "B" Keith Jct.-Elgin.†
2.15 p.m. " "A" Elgin-Aberdeen.*

Elgin No. **4B** :
4.45 a.m. " "B" Aberdeen-Elgin.†
9.25 a.m. " "B" Elgin-Aberdeen.*
3.40 p.m. " "B" Aberdeen-Elgin.†

Most of the fish traffic from Lossiemouth and the Banffshire coast ports is dealt with by vans attached to the passenger trains, and this traffic has probably been largely responsible for the survival of a passenger service on the Lossiemouth and Banff Harbour branches. There is, however, one fish train on Saturdays only, the 12.15 p.m. from Lossiemouth. This is brought up to Elgin by the branch engine, a "D40" or Caledonian 0-4-4 tank, and an Elgin "B1" is then attached at the other end for the journey to Aberdeen by the Coast branch. Departure time from Elgin is 1 p.m. and traffic is picked up at Buckie and Portsoy, while stops are also made at Cairnie Junction to change trainmen and at Huntly for water. The arrival time in Aberdeen at 4.48 p.m. follows within an hour of the Peterhead and Fraserburgh trains, and these three are then remarshalled at Clayhills into the overnight fish trains to the south.

The main line trains from Kittybrewster are mostly worked by "B1s", although "K2s", "Glens" or "2P" 4-4-0s may appear on such turns as the 7.28 a.m., as well as on most of the duties from Keith shed. A number of double-diagram workings are possible from Kittybrewster, but in actual practice arrangements for these seem to be fairly flexible. Occasionally ex-L.M.S. "5" 4-6-0s or "WD" 2-8-0s have been borrowed from Ferryhill for some trains, the 2-8-0s generally being used on the 7 p.m. freight turn (the present 6.48 p.m.), which was formerly worked by Kittybrewster. The two "Bantam Cock" Class "V4" 2-6-2s, which were transferred to Ferryhill two years ago, have also made some appearances on the G.N.S. section. The standard 2-6-4 tanks often turn up on the two freight workings to Inverurie, as well as on the passenger trains on this section.

Freight traffic on the branches radiating from Keith is worked mostly by the "K2" 2-6-0s and "D40" 4-4-0s. Some of the latter (as well as the Ferryhill "J35s") are provided with tender cabs, since a good deal of tender-first running has to be done. Engine and train-crew diagramming is somewhat complicated, since exchanges en route are often necessary to enable the men to return to their home sheds at the end of their turn of duty. The Boat of Garten branch has two freights daily ; the first leaves Keith Junction at 5.50 a.m. and returns from Boat of Garten at 2 p.m., while the other leaves Keith Junction at 12.40 p.m. and is extended to Aviemore. The latter's engine returns to spend the night in Boat of Garten shed, in company with another "D40" which works the passenger service of three trains to Craigellachie and back, and leaves with

* *via Coast.* † *via Craigellachie.* ‡ *via Mulben.*

the 8.30 a.m. goods next morning. This train runs to Craigellachie, from which the engine continues to Elgin with the 12.50 p.m. goods. There is also a freight from Keith Junction to Elgin via Craigellachie at 4.30 p.m., and up trains by the same route at 6.30 a.m., 10.50 a.m. and 3.10 p.m. On Fridays the last of these is retimed to 4.14 p.m. to allow more time for loading livestock from the Elgin markets, which are held on this day. On Saturdays the afternoon goods from Keith to Boat of Garten does not run, being replaced by the 8.38 p.m. passenger (6.30 p.m. ex-Aberdeen). There are also trains to Keith Junction from Craigellachie at 1.45 p.m. (TThO) and from Dufftown at 3.13 p.m. (SX), worked by engines which leave Keith at 12.25 p.m. and 10.41 a.m. respectively. The distilleries on Speyside are responsible for a fair amount of traffic in coal and by-products for animal feeding-stuffs, and there is also some lime traffic from Dufftown.

Traffic on the Coast branch is of a lighter and more general nature. Some changes to the timetable were made last year, and there is now one train daily in each direction over the whole length of the branch, leaving Keith Junction at 4.10 a.m. and Elgin at 7.10 a.m., and one from Keith Junction to Buckie at 10 a.m. (8 minutes later on Saturdays), returning at 3 p.m. Previously trains for the Coast branch used to reverse at Cairnie Junction, where they picked up traffic from Aberdeen, but now this is all sent through Keith.

On the ex-Highland line from Forres to Keith the "Small Ben" class was for many years the mainstay of the passenger service, but these have since been replaced by Caledonian Class "2P" and later "3P" 4-4-0s. "Castle", "Clan" and "Clan Goods" 4-6-0s also made appearances from time to time. Most of the trains are worked from Forres shed, which during the last few years has had an allocation of seven ex-Caledonian engines—four 4-4-0s, one 0-6-0, one 0-4-4 tank and one 0-6-0 tank. The two tanks are used on shunting duties and the 0-6-0 spends the day in Elgin West (ex-L.M.S.) yard, returning to Forres with the 3.30 p.m. (4.50 p.m. FO) goods. One of the 4-4-0s is shedded overnight at Keith to work the 3.55 p.m. Keith Junction-Forres (2.15 p.m. from Aberdeen) and the 8.30 p.m. Forres-Keith Junction; since the Aberdeen-Inverness "B1" workings were introduced this has been the only ex-L.M.S. engine normally appearing on a passenger train east of Elgin. The 12.45 p.m. from Inverness is usually headed by a "5MT" 4-6-0, and some of Perth's Standard Class "5s" have made appearances at Elgin on this train. In addition to the "Hielan' Piper" there are two freight trains daily between Inverness and Keith Junction via Mulben, which are normally worked by Inverness 0-6-0s, although 4-4-0s are also often used. One leaves Inverness at 5.5 a.m. and returns from Keith Junction at 5.40 p.m., while the other leaves Inverness at 6.40 p.m., remains overnight at Keith and returns with the 4.55 a.m. next day. The morning and evening trains cross at Alves and Forres respectively, and the 5.5 a.m. from Inverness also works the branch from Orbliston to Fochabers. Closure of Forres shed on Monday, May 7th, and the transfer of most of its duties to Elgin and Inverness, was planned, but the scheme has been dropped at the last moment.

On the whole, public reaction to the 1954 alterations in the passenger timetable has been favourable, especially in those places which have benefitted most from them. The cancelled trains do not seem to have been greatly missed (except for the Coast connection off the 2.15 p.m. from Aberdeen, which has since been restored at week-ends), but the point has probably been reached when any further reductions would cause inconvenience to the travelling public. In September, 1954, as a further economy measure, the loading of passenger trains between Aberdeen and Cairnie was reduced, and most of the down trains were deprived of their through coaches to the Coast branch, while in the up direction the 2.20 p.m. from Elgin provided the only through portion from the Craigellachie route to Aberdeen. This arrangement, which tended to cut across the normal flow of traffic, was not popular, and in the following January the through carriages were restored, except in one or two cases where return workings were not available. At the same time as the timetable alterations, cheap fare facilities were also extended. Day excursion tickets from Elgin and intermediate stations to Aberdeen were made available on every day of the week, instead of Wednesdays, Thursdays and Saturdays only, and by the early morning train as well as the 9.25 a.m., while similar bookings in the opposite direction were introduced by the 7.45 a.m. from Aberdeen. Three-day (week-end) return tickets, valid from Friday to Monday, were also introduced throughout the Scottish Region at the same time, and these facilities, as well as the timetable improvements, have been a further incentive to rail travel.

My thanks are due to various friends and members of British Railways staff who have provided information and otherwise helped in the preparation of this article. I am indebted to Mr. J. W. Barr, District Traffic Superintendent, Aberdeen, for checking and bringing up to date the tables.

Moving Britain's coal

by G. FREEMAN ALLEN

UNTIL I came to write this article I had almost forgotten that a British coal train before the last war could be quite a colourful cavalcade. Now, faintly, I recall the occasional brilliant yellow wagons of Messrs. J. R. Wood and some of the more striking shades of red sported by the collieries and coal merchants whose wagons were frequent in the trains of the G.N. Section main line I watched in the 1930's. In those days most of the railway-owned coal wagons one saw in the South of England were usually labelled " LOCO," for except in the North-East the railways provided very few vehicles for the transport of coal for private and industrial purposes —indeed, generally speaking there was no statutory obligation upon them to do so.

When war broke out in 1939 the bulk of the nation's coal was being transported in 589,000 privately-owned wagons belonging to 3,947 different owners. Elaborate provision had to be made at the big marshalling yards to sort these wagons into trains for their respective pits (readers may recall that an article on Peterborough some months ago mentioned that as a result of the wartime changes I am about to discuss, considerable yard space at Whitemoor previously reserved to the sorting of private owners' coal empties was available to assist in the recent rationalising of freight operations at Peterborough). With many penny numbers of empties for small pits to be returned, there was naturally a limit to the amount of block train working that could be scheduled. Moreover, the collieries themselves had to employ a battalion of wagon-chasers to scour the country for their errant stock.

A very different system prevailed in the North-East. Here the L.N.E.R. inherited from the North Eastern Railway an obligation to furnish stock for the transport of all coal mined in the Northumberland and Durham fields, except for that conveyed direct from the mines to the collieries' private shipping points on private railways. No privately owned wagons were operated by the collieries on the N.E.R. itself, except for a few which conveyed Durham coke to other parts of the country.

The basic reason for this different approach to the transport of coal was that, whereas the Nottinghamshire, Derbyshire and Yorkshire fields supply most of the country's domestic coal, more than half the output of the Northumberland and Durham fields is despatched to neighbouring North East Coast ports for shipment, while the heavy industry of Tees-side takes up a heavy tonnage from South Durham pits. In many cases short hauls are involved, and standing orders for large tonnages from the pits have established steady flows of traffic that enabled regular and economic block train working. In the Newcastle and Sunderland area, for example, the average length of haul of a load of coal for shipment is only some 15 miles. On the shorter hauls, such as the 6 miles from Ashington collieries to Blyth staithes, smart block train working at short headways, both loaded and empty, enables the same wagon to make three loaded journeys a day, despite a sharply graded piece of line ; recent figures showed an average mineral wagon turnround time for the area as between 0.69 and 0.87 days per loaded journey for the whole area, compared with the all-line average of 12 days for a B.R. steel-carrying wagon, for instance.

There were other ways in which the North Eastern, as befitted a system hauling more freight than any other pre-grouping railway, showed a clean pair of heels to its contemporaries in the smart handling of coal traffic. From the earliest days, coal wagons in the North-East have been of the bottom-door discharge type ; this design originated with the little 4-ton " chaldrons " of the mid-19th Century, and was perpetuated in the hefty 20-ton coal hoppers which the North Eastern pioneered in Britain from 1904. Thanks also to natural conditions, the North Eastern were able to make a much faster job of transhipping coal from hopper wagon to collier at the water's edge than other pre-1923 railways.

The banks of the Tyne, Wear and Blyth rivers, on which most of the coal shipping points are situated, are lofty. This fact prompted the erection of high-level jetties, or staiths, on to which the wagons were—and still are—propelled and their contents quickly emptied through chutes into the holds of the waiting ships. By contrast, at South Wales and other ports with conventional jetties, hoists have to be provided to raise each wagon bodily and deposit its contents in the ship.

Operations on these staiths are quite spectacular, by the way, for many approaches to them are steeply graded. At North Blyth the noisy pyrotechnics of the hardy little " J77 " 0-6-0 tanks are a match

any day for a Southern "E1/R" blasting up the bank from Exeter St. David's to Central, or a "Jinty" on the Lickey. Taking 15 great 20-ton hoppers, or 450 tons, at a time, two "J77s" usually begin the big push, storming up the bank to the beginning of the timber gantry forming the staith, where the rear one drops off. I'm told that the woodwork sways perceptibly as the labouring "J77" pounds the last few yards to bring its wagons over the chutes !

Collieries and industry in the North East co-operated readily with the railway, in many cases at considerable expense, in adapting their premises to make the best use of the N.E.R.'s 20-ton hoppers. Not only that, but the railway ensured that almost all its stations at which coal had to be unloaded were provided with inclined sidings on to a coal staith. As a result, even to-day one may often see a pick-up goods with a load of coal for a country station in the N.E.R. deliver its cargo and take the empty wagon away when it leaves ; the engine simply pushes the wagon on to the staith, the doors are opened and the coal flows out with the minimum of manual labour. A vast economy in our coal wagon stock, through quick turnrounds of this kind, would have been possible if other pre-1923 railways had copied the North Eastern's eminently sensible example and based their coal traffic on use of bottom-door discharge vehicles. To-day we have some 532,000 conventional coal wagons, with side or end-door loading, but only some 43,000 coal hopper wagons.

But if it is too late now to adopt universally that N.E.R. practice, British Railways have found another North Eastern scheme tailor-made to their post-war needs. In 1939 all private owners' wagons were requisitioned as a wartime measure, and the responsibility for keeping all the nation's collieries supplied with them was passed to the railways. Originally this was intended as a "duration only" arrangement, but with the nationalisation of both railways and pits, it was made permanent. In the new dispensation, British Railways required a method to ensure equitable distribution of the available coal wagon stock to the collieries ; and the North Eastern, which had long provided its colliery clients with all their wagons, had an efficient plan providing the basis for a national scheme.

Coal class traffic accounts for over 60 per cent of all the freight tonnage transported by British Railways, and in a normal week over 330,000 loaded coal wagons are despatched from the 800 pits and opencast coal sites in the country to thousands of coal sidings from Penzance to Thurso. With a stock of some 575,000 wagons, in theory each must make a loaded journey at least every fortnight, some more often, to satisfy the pits' needs—not quite so easy in practice as it sounds, remembering the pedestrian progress of our unfitted freights, the long distances some wagons will be travelling from pit to consumer, the dependence of the railways on the receiving merchant to unload his consignment promptly, and, of course, in the winter, severe weather which may slow up wagon movements, and in summer the heavy holiday passenger traffic which competes with freight for track space. Perhaps of all freight they carry, the railways can least afford to fail to meet their clients' needs over coal, both for its importance to the national effort and also for its prominent place in their own receipts. Yet more and more coal for industry, alas, *is* going by cheaper road transport—not yet in vast amounts, but the trend is noticeable.

The British Railways mineral wagon control scheme is framed to ensure that every colliery receives a steady flow of wagons to accommodate its output and to avoid any "double handling"—that is, dumping the coal on the ground when it is mined, and having to wait to load it until wagons appear. The basis of the scheme is a daily wagon allowance to every pit, based on its average output. First, a colliery is entitled to have on hand, loaded and empty, one and a half times the daily average number of wagons it despatched loaded the previous week (Saturday counts as half a day for this calculation). Since some of the wagons under this heading may be *inward* loaded and not available for use as coal wagons, and others may be awaiting repair, the colliery is granted an additional allowance to cover them, based on a daily average of their returns over every three months.

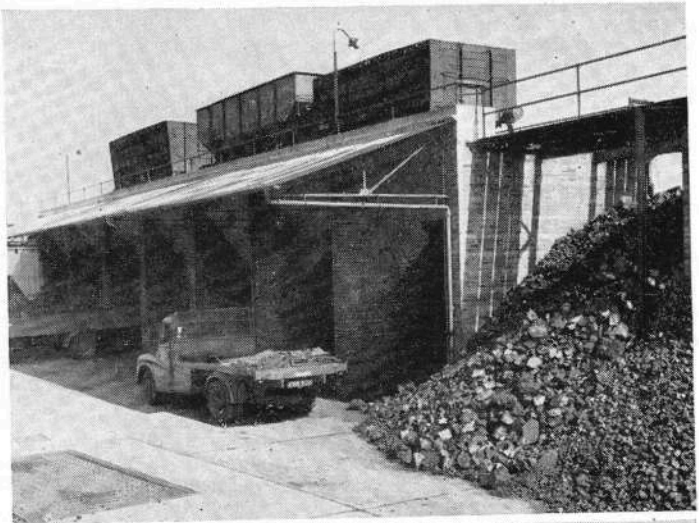
When all private owners' wagons were requisitioned in 1939, the collieries handed over not only their main line stock but also wagons used on their own premises. As a result, British Railways to-day allow each pit an agreed number for internal use, to cover the requirements of such installations as land sale depots, wharfs, colliery boilers, coking plants and washeries. Finally, in South Wales anthracite pits are granted a further "static allowance" of wagons to accommodate unsaleable coal, and also a margin to cover the fact that, owing to the many different sizes of fuel produced, it may be impossible to have a wagon fully loaded at the end of the day's work. Provision is also made for pits in South Wales which require to accumulate loaded wagons against a future shipment.

The total allowance of an imaginary South Wales colliery, then, might well build up like this :

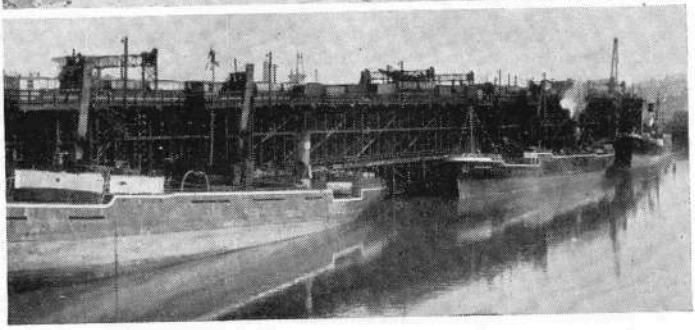
Description	*Allowance*
Wagons weighed and labelled (which are regarded as dispatched) previous week—100 × 1½	150
Received loaded previous week	20
Daily average awaiting repairs, previous 3 months	30
Agreed for internal use	40
Static allowance	50
Total Standage allowance	290

Every morning each colliery telephones through to its appropriate District Rolling Stock Control office of British Railways the details of its wagon position, showing what stock has been loaded in the past 24 hours, how many wagons are on hand, both loaded and empty, and how many additional wagons the pit requires for work the next day. Later these figures are corroborated in more detail in writing on a Daily Mineral Wagon Return from each pit. From these returns the District Office will calculate the amount of stock required by each pit to maintain its standage allowances. These allowances are not inflexible, of course. Apart from the fact, as we have mentioned, that they are adjusted each week, taking the average of the previous week's forwardings shown the collieries' daily returns (which also enable the railways to keep a check on the number of wagons held loaded, used on pit premises or awaiting repair), the District office does not blindly apportion the same stock to each pit day after day. If a colliery does not ask for its full quota for the next day, it will not get it, or if it is accumulating wagons in excess of its allowance but not getting rid of them, then supplies will be cut ; but if a colliery expects a " bull " week of very high output, or has other good reasons for expecting to need wagons in excess of its allowance, then its allowance may be temporarily adjusted upwards—providing, of course, that additional wagons are available.

As with the Daily Freight Rolling Stock reports described in an article in the April, 1955, issue, the mineral wagon figures now quickly pass up the chain of command to London. At District level the colliery returns are coupled with those from ports,



★ A typical North Eastern coal staith for unloading from rail to ground, at Sunderland.



★ The riverside coal staiths, for loading from wagons on board colliers, at Dunston-on-Tyne. [*British Railways*

marshalling yards, stations and sidings to compile a complete picture of mineral wagons empty and loaded within the District. Then the returns, now broader, move up to Regional level, and finally to the B.T.C. in London, where an all-line summary is prepared. As with the general freight rolling stock distribution previously described, at each stage, District and Region, the controllers will plan any dispositions possible with the stock available under their command to meet their commitments to the collieries before seeking the assistance of higher authority to meet their deficiencies. In some cases pits are supplied by more than one Region—the 52 collieries in the Doncaster District, for example, are fed by both the E.R. and L.M.R. In such instances an average is taken of the number of loaded wagons despatched over the routes of each Region in the previous week to settle the proportion of the colliery's allowance which each Region must provide empty in the following seven days.

By 5 p.m. each day the controllers of the B.T.C. have summarised the all-country coal wagon state and have issued their order for inter-Regional movements of empties to meet the pits' demands. At the top, as at lower levels, there is very close co-operation with the National Coal Board, which keeps the railway controllers fully advised of production trends. If a period of nation-wide high output tends to outstrip wagon capacity, or other circumstances make adequate supply of wagons difficult, then both national and area authorities combine to ensure that no coalfield suffers more than its fair share of the shortage, and that the available stock is equitably distributed.

Since the majority of British pits are clustered in two or three large fields, many regular flows of empties are set up which enable numerous daily mineral wagon empty trains to be scheduled ; moreover, with common user of coal wagons, many can be timetabled direct from concentration yard to pithead. From the South and South-West of England the S.R. and W.R. work some 4,000 empties daily to the L.M.R. and E.R., in exchange for a similar number of full loads (though the W.R. may receive several hundred empties from its neighbours for South Wales). An average of over 4,000 empties daily are transferred from the Western and Central to the Midland Division of the L.M.R. ; some 3,000 move from the southern and East Anglian areas of the E.R. into the Doncaster, Lincoln and Nottingham districts, as well as others returning from unloading coal for shipment at Immingham and Hull ; and about 2,000 a day cross from the Glasgow and western areas of Scotland to the Lothian and Fifeshire pits.

A slight complication arises in that we now import as well as mine here a fair quantity of coal. Readers will recall that the Tilbury line recently acquired its first 2-8-0s (of the " WD " type) to deal with the now heavy traffic of American fuel from Dagenham Dock. This is not the only port concerned, for the N.C.B., which decides where the coal shall be unloaded, has had t put ashore at such unlikely places as Yarmouth and Kings Lynn, as well as Purfleet and Grays. Some new flows of empties have therefore been set up, all taken in their stride by the men of British Railways.

New Reading for Railfans

A PICTURE HISTORY OF RAILWAYS. By C. Hamilton Ellis. *Hulton Press.* **30s.**

You do not have to read the captions, which could only have been written by Hamilton Ellis, to guess who selected the pictures for the new Hulton *Picture History*. Only one whose affections tend so decidedly toward the romantically antique, surely, could have deemed Volk's electric railway to occupy so important a place in the development of rail transport that it was worth four large illustrations, whereas the whole world-wide quest of the 1930's for rail speed is dismissed with a post-war picture of *Mallard* on the " Tees–Tyne Pullman ". But how, indeed, illustrate the whole range of railway development the world over since the late eighteenth century in no more than 407 pictures ? It is an impossible task, and I might be unfair to reel off other anomalies in the allocation of space which will occur to every reader whose emphasis of interest does not coincide with the author's. You enjoy this book as a fine parade of beautifully reproduced large-size illustrations which admirably reflect the changing world railway scene in all its aspects—locomotive outline, coaching stock design and appointments, station accommodation, travelling habits and so on. Many of the early prints and photographs are of rare interest and with few exceptions (notably two pages of Scottish scenes) the illustrations of later developments are first-class. Lapses from rectitude are few, but not non-existent ; for example, the fine picture of a G.C. 4-6-0 leaving King's Cross on July 13, 1925, does not show the " Queen of Scots ", a title inaugurated in 1928, but the " Harrogate Pullman ", while it must have been an extraordinary detour that took the " Merseyside Express " (as the author calls the train) into Preston from the north on one of its runs behind the " Deltic." **E.D.**

LOCOMOTIVE RUNNING PAST AND PRESENT

Great Northern Singles and Collett "Kings"

by CECIL J. ALLEN
M.Inst.T., A.I.Loco.E.

SOME notes of mine in a recent article setting out the results of some "browsing in *Bradshaw*"—an issue of some fifty years before—and pointing out how some British main line services are no faster to-day than half a century ago, brought an interesting letter from Mr. William H. Randall. In this he referred first to what is now the 10.10 a.m. Glasgow express out of King's Cross, allowed 89 min. for the 76.4 miles from London to Peterborough, and, after a 7-min. wait there, 127 min. for the 111.8 miles on to York. By comparison, in 1903 the "Flying Scotsman" was allowed 120 min. for the 105.5 miles from King's Cross to Grantham, and 97 min. for the 82.7 miles from there to York, a total of 217 min. running time to York, as compared with the 216 min. of the present 10.10 a.m. down.

On September 12, 1903, my correspondent timed a run on the second part of the "Flying Scotsman," leaving King's Cross at 10.10 a.m., on which a train of three 12-wheelers and six 8-wheelers, 275 tons tare and 290 tons gross, was hauled by nothing bigger than one of the Stirling 7 ft. 6 in. 2-2-2 single-drivers, No. 873, which at that date had been rebuilt by Ivatt with a domed boiler. In its rebuilt form, this engine had a boiler with 1,075 sq. ft. heating surface, 17.8 sq. ft. firegrate area, and 170 lb. pressure, but still retained its 18½ in. by 26 in. cylinders, and had a weight of 41 tons, of which 17½ tons was available for adhesion; the 6-wheel tender, when fully charged, was actually heavier than the engine, for it weighed nearly 42 tons. How these little engines succeeded in lifting their trains up the 1 in 105-110 through the Gasworks and Copenhagen tunnels to Holloway is a mystery, but they did, even though it was a slow process.

No. 873 took 8 min. 15 sec. to negotiate the first 2.5 miles to Finsbury Park, and 23 min. 30 sec. for the 12.7 miles to Potters Bar; but after passing Hatfield, 17.7 miles, in 23 min. 30 sec., the next 58.7 miles, to Peterborough, were reeled off in 55 min. 30 sec., Hitchin, 31.9 miles, being cleared in 42 min. 20 sec. from the start, and Huntingdon, 58.9 miles, in 67 min. 30 sec. With Peterborough, 76.4 miles, passed in 84 min. 30 sec.—4½ min. inside the present schedule—the little single-wheeler had no further difficulty; the 23.7 miles to Stoke Summit were climbed in 28 min. 50 sec., and Grantham, 105.5 miles, was reached in 119 min. 10 sec., ¾ min. early. No. 873 had run the 87.4 miles from Potters Bar to Stoke at an average of 58.3 m.p.h., including the severe slowing through Peterborough and the long climb that follows.

At Grantham No. 92, one of Ivatt's handsome new 4-2-2 engines, came on, but with her considerably more ample dimensions had an easier task than the 2-2-2; Newark, 14.6 miles, was cleared in 17 min. 5 sec.; Retford, 33.1 miles, in 37 min. 20 sec.; Doncaster, 50.5 miles, in 57 min. 45 sec.; and Selby, 68.9 miles, in 79 min. 10 sec.; York was reached in 96 min. 5 sec., 1 min. early.

This reminds me that once only in my travelling life can I remember riding behind one of the Stirling 2-2-2 single-drivers. The year was 1910, and the train the shortlived 2.15 p.m. from King's Cross to Bradford, put on as the Great Northern reply to the Midland's new 1.50 p.m. service from St. Pancras to Sheffield and Bradford by the newly-opened Royston and Thornhill line. The starting time of the G.N.R. train was so near that of the well-established 1.30 p.m. to Leeds and Bradford that the former never achieved any measurable success, and was very soon withdrawn. It consisted of no more than four vehicles—composite brake, restaurant car and third brake for Bradford, and composite brake on the rear for Leeds. The first stop was Doncaster, and the allowance for this 156.0 miles was 165 min. Such a load, of course, was ideal for one of the single-wheelers; usually it was one of the Ivatt "266" class 4-2-2s, but on one memorable occasion we had Stirling 2-2-2 No. 876, with a gross load of 135 tons.

To Finsbury Park we took 5 min. 30 sec., to Potters Bar 18 min. 40 sec., and to Hatfield 23 min. 40 sec.; here we were doing 74 m.p.h., and soon after Hitchin the veteran gave us a maximum of 80; in consequence we caught the signals of the 1.45 p.m. down slow, which was being shunted at Arlesey. But 36 min. 50 sec. had been a good starting time over the 31.9 miles to Hitchin. From the slack we recovered to 71½ m.p.h. between Sandy and Tempsford, breasted the St. Neots "hump" at 62½ and touched 74 at Offord, so clearing Huntingdon, 58.9 miles, in 62 min. 10 sec., or in a net time of slightly under 60 min. Down Abbots Ripton bank 79 m.p.h. was touched, and this took us through Peterborough in 78 min. 40 sec., or 76½ min. net

—practically " even time "—an excellent performance notwithstanding the light load. Over Stoke summit we went at 51½ m.p.h., and through Grantham, 105.5 miles, in 110 min. 50 sec., or 108½ min. net. With very easy subsequent running we were at a stand at Doncaster in 163 min. 45 sec. from King's Cross, or 161½ min. net.

In the letter already quoted Mr. Randall proceeds to describe some of his experiences on the Great Western Paddington–Birmingham route in the years immediately following the opening of the Bicester cut-off, when the G.W.R. was on its toes to wrest all the traffic it could from its L.N.W.R. competitor. Of these the most remarkable was one at the August Bank Holiday week-end of 1913, when one of the two larger French de Glehn compound Atlantics, No. 103 *President*, which by then had been rebuilt with a Swindon boiler, had to cope, on the second portion of the 11.5 a.m. from Paddington, with a load of 13 bogies, weighing 414 tons tare and, with an extremely crowded train, probably 455 tons gross. Two of these vehicles were to be slipped at Leamington, from which point there remained 11, of 363 tons tare and 400 tons gross. In such conditions time-keeping was hardly to be expected, but to the credit of the compound and her crew, the loss on the two-hour schedule was no more than 7 min. 10 sec.

No speeds figure in my correspondent's log, and I can therefore quote the times only. Including the slack over Old Oak Common West Junction, the 4-4-2 took 14 min. to get through Greenford, 7.8 miles, and then averaged 47.8 m.p.h. up the 1 in 175-264 climb to Beaconsfield, passed in 30 min. 50 sec. (21.7 miles). After the customary slowing through High Wycombe (26.5 miles in 35 min. 45 sec.), an average of 41.4 m.p.h. was kept up on the 1 in 164 from West Wycombe to Saunderton, and Princes Risborough, 34.7 miles, was cleared in 46 min. 30 sec. From here down to Ashendon Junction (44.2 miles, 54 min. 25 sec.) the average rose to 72.0 m.p.h., and Bicester, 53.4 miles, was passed in 63 min. 55 sec.

Perhaps the best hill-climbing performance of the journey was the mean speed of exactly 50 m.p.h. up the 6.8 miles of 1 in 200 from Blackthorn to Ardley ; with a time of 68 min. 15 sec.to pass Ardley, 57.2 miles, and 79 min. exactly to Banbury, 67.5 miles, *President* had bettered by 2 min. the allowance of the present 2.10 p.m. from Paddington to this point, and by 11 and 15 min. respectively that of the 4.10 and 6.10 p.m. down, with their 1 min. and 3 min. stops at Bicester. A mile-a-minute average from Banbury to Leamington got the Atlantic through Leamington, 87.3 miles (at the severely reduced speed required for taking the platform road to slip), in 98 min. 20 sec., only 2¼ min. more than the time allowed the 11.10 a.m., and 4¾ min. less than that of the 5.10 p.m. down, the two fastest non-stop trains to-day. Over the 52.6 miles from Princes Risborough to Leamington the 73-ton Atlantic, with no more than 39 tons adhesion weight, had run this 455-ton train in 51 min. 50 sec., at an average of over a mile-a-minute—a striking performance indeed.

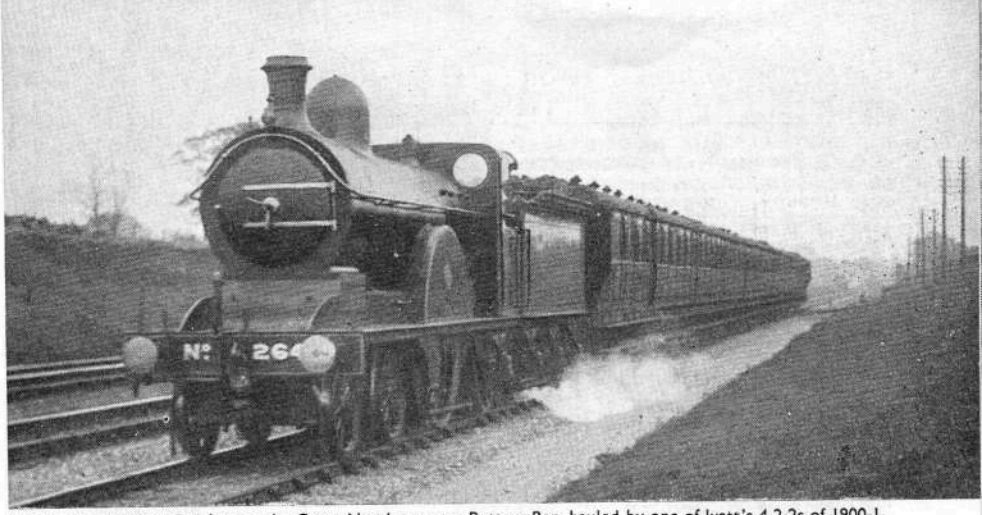
With the reduced load of 400 tons, *President* then climbed the 4.2 miles from Warwick to Hatton, mainly at 1 in 103-110 up, at an average of 41.4 m.p.h., passing Hatton, 93.5 miles, in 107 min., and as previously mentioned, stopped at Snow Hill, 110.6 miles, in 127 min. 10 sec. from Paddington. It is a pity that these Churchward compound experiments were never pursued further. At this time *President* had a working pressure of 225 lb. and not even a superheater ; what might not a 4-6-0 of a similar type been able to produce if carrying 250 lb. of steam and equipped with all modern front-end refinements ?

Table I
W.R. GOBOWEN–SHREWSBURY

Engine : 4-6-0 No. 1017 *County of Hereford.*
Load : 7 coaches, 246 tons tare, 270 tons gross.

Dist.		*Actual*	*Speeds*
miles		*min. sec.*	*m.p.h.*
0.0	GOBOWEN	0 00	—
1.8	Whittington	3 15	43/68
4.8	Rednal	6 11	55
6.3	Haughton Halt	7 49	69
9.0	Stanwardine Ha't ...	10 21	62
10.5	Baschurch	11 36	73
12.6	Old Woods Halt	13 33	61
14.3	Leaton	14 57	76/83½
17.2	*Coton Hill N. Junction* ...	17 09	—
		sigs.	5
18.0	SHREWSBURY	19 57	—

While writing of the Western Region main line to the north, I am reminded by a letter from Mr. D. Halton that not all the cream of W.R. performance takes place between Paddington and Plymouth or Bristol. He calls attention to what often happens north of Wolverhampton, where from time to time some very smart running may be recorded, of which he submits two striking examples. On the up run, which is set out in Table I, the " County " was moderately loaded only, with seven bogies, very crowded, and weighing 270 tons gross. The gradients favour the engine in this direction, with the result that *County of Hereford* had bettered " even time " by Coton Hill, where 83½ m.p.h. was touched down the final 1 in 100. The 2 miles at 1 in 152 up to Baschurch were surmounted at a minimum of 62 m.p.h., and the shorter climb past Old Woods at 61. Allowing for two concluding signal checks, the net time for the 18.0 miles from Gobowen to



A down Cambridge semi-fast on the Great Northern near Potters Bar, hauled by one of Ivatt's 4-2-2s of 1900-1, No. 264. [*H. Gordon Tidey*

Shrewsbury was 18¾ min., as compared with a working time of 23 min.

My correspondent's return was on the 11.10 a.m. from Paddington, which he joined at Shrewsbury, and which was running 50 min. late, due, he believes, to an engine failure. When the train at length arrived, it was headed by "Castle" class 4-6-0 No. 5047 *Earl of Dartmouth*, which he noted to have the worst coating of grime that he had seen for a long time and to be exuding steam from every pore; it was evidently due for the shops. But the crew determined to make the best of a bad job, and succeeded in gaining on the tight point-to-point schedule of this train. On leaving Shrewsbury, speed fell from 38 to 24 m.p.h. up the 1½ miles at 1 in 100 from Coton Hill, increased to 50 on the easier grades to the summit beyond Leaton. Over the saw-toothed profile that follows, speeds varied between 51 and 78 m.p.h., the latter down the 1 in 152 beyond Baschurch, and Gobowen, 18.0 miles, was reached in 20 min. 41 sec., instead of the 22 min. allowed. But for a signal check outside Ruabon, the short Gobowen–Ruabon stretch would have been run in about 9¾ min., just inside the 10 min. allowed.

For the run set out in Table III, I am

Table II

W.R. SHREWSBURY–RUABON

Engine: 4-6-0 No. 5047 *Earl of Dartmouth*.
Load: 7 coaches, 242 tons tare, 265 tons gross.

Dist.		*Actual*	*Speeds*
miles		*min. sec.*	*m.p.h.*
0.0	SHREWSBURY	0 00	—
0.8	*Coton Hill N. Junction* ...	2 00	38/24
3.7	Leaton	6 38	50
5.4	Old Woods Halt	8 30	62
7.5	Baschurch	10 25	51
9.0	Stanwardine Halt ...	11 48	69/78
11.8	Haughton Halt	14 03	72
13.2	Rednal	15 30	60/70
16.2	Whittington	18 20	66
18.0	GOBOWEN	20 41	—
2.0	Weston Rhyn	3 42	47
4.8	Whitehurst Halt	6 29	64
6.3	Rhosymedre Halt ...	8 15	51
		sigs.	10
7.6	RUABON	10 18	—

Hatfield in days of old—a rebuilt Stirling 7 ft. 6 in. Single, No. 872, gathers speed down the bank with a north-bound East Coast express. [*H. Gordon Tidey*

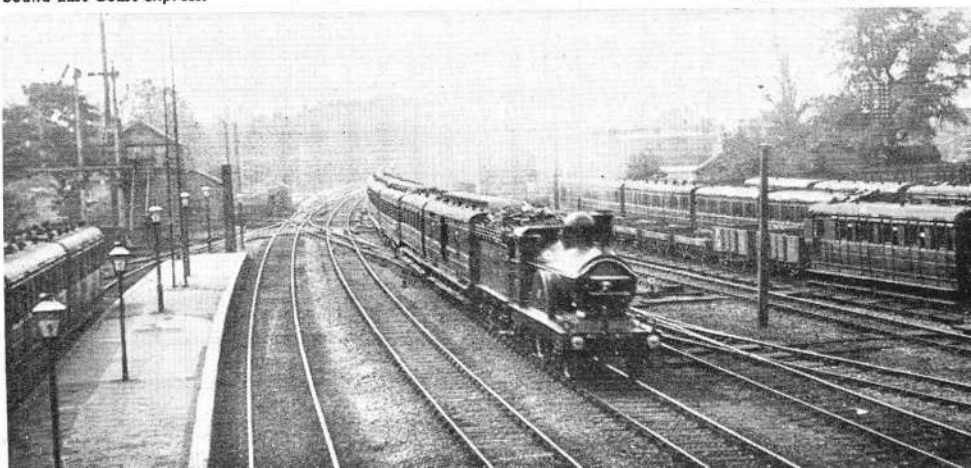


Table III
W.R. BIRMINGHAM–PADDINGTON

Engine : 4-6-0 No. 6011 *King James I*‡.
Load : 11 coaches, 377 tons tare, 405 tons gross.

Dist.		Actual	Speeds
miles		*min. sec.*	*m.p.h.*
0.0	BIRMINGHAM	0 00	—
3.3	Tyseley	5 43	—
		sig. stops	—
7.0	Solihull	16 11	54/63
10.4	KNOWLE	20 06	—
2.5	Lapworth	4 29	65
6.3	Hatton	8 32	60/75
10.9	WARWICK	12 04	*70
12.9	LEAMINGTON	14 20	—
3.7	*Fosse Road*	6 20	54
6.1	Southam Road	9 10	59/67
11.0	Fenny Compton	13 46	66/64
16.2	Cropredy	18 05	80
19.9	BANBURY	21 09	*50
24.9	*Aynho Junction*	26 09	70
		p.w.s.	*10
30.1	Ardley	34 44	†49/69
33.9	BICESTER...	38 22	*63
39.9	Brill	43 24	78
43.2	*Ashendon Junction*... ...	46 21	*60
47.2	Haddenham	52 31 53 42	sig. stop
52.6	PRINCES RISBOROUGH	62 11	51/48
55.8	Saunderton	65 53	63
58.5	West Wycombe	68 37	*50
60.7	HIGH WYCOMBE ...	71 30	*35
65.6	Beaconsfield	76 30	64
69.9	Gerrards Cross	80 04	83
72.5	Denham	81 52	92
77.0	South Ruislip	84 52	90
83.4	North Acton	89 13	—
84.0	*Old Oak Common W. Junction*	90 21	*35
		sig. stop	—
87.3	PADDINGTON	100 50	—

* Speed reduced. † At Ardley summit
‡ Fitted with double blastpipe and chimney.

indebted to Dr. D. S. Bailey ; it is a striking example of the potentialities of one of the rejuvenated " Kings," with four-row superheater, double blast-pipe and double chimney—No. 6011 *King James I.* Even in the pre-war heyday of the Wolverhampton " Kings," I doubt if any of them has exhibited better work than on this run, for the crew succeeded in bringing their train—the popular 8.0 a.m. up from Snow Hill—into London ahead of time notwithstanding *four* out-of-course signal stops and the dead slowing over Souldern Viaduct, just beyond Aynho Junction, due to subsidence trouble. With a load of just over 400 tons gross, this called for work of the highest order.

Failure of an electric intermediate signal between Acocks Green and Olton accounted for the first two signal stops, of 71 and 27 sec. respectively in duration, and resulted in a 6½ min. late arrival at Knowle ; 1 min. was then recovered by running the 12.9 miles on to Leamington in 14 min. 20 sec. start to stop, instead of the 15½ min. allowed. On restarting, *King James I* made a grand climb of the 1 in 187 past Fosse Road, actually attaining 59 m.p.h. at the summit ; with 80 m.p.h. down the gentle grade past Cropredy 3 min. were recovered from Leamington to Banbury, 19.9 miles in 21 min. 9 sec. instead of the 24 min. allowed. After the Souldern slack, there was a recovery to 49 up the 1 in 200 to Ardley summit, but the descent past Bicester was spoiled by a second signal failure, as the wire to the up distant had broken. The driver spotted the hand signal that was given in time to prevent a reduction of speed below 63 m.p.h., although normally he would be doing at least 75 or more by this point. With the help of the 7 min. increased allowance for the Banbury station reconstruction and Souldern Viaduct the train was now ahead of time, and this was doubtless the reason for the dead stand at Haddenham signals, while something ahead was clearing at Princes Risborough.

Up the 1 in 176-200 to the latter station the speed was accelerated to 51 m.p.h. and the minimum up the subsequent 2¼ miles at 1 in 167 was 48, after which came the usual slowings round the Wycombe curves. These were preliminary to a brilliant piece of work onwards from High Wycombe, with 64 m.p.h. attained up the rising grades to Beaconsfield, 92 at Denham, and speed maintained at the 90 m.p.h. level until the slowing for Old Oak ; indeed, the average over the 13.5 miles from Gerrards Cross to North Acton was 88.5 m.p.h. Despite yet one more signal stop, outside Paddington, the stop in the terminus was effected in 100 min. 50 sec. from Leamington, or 4¼ min. less than the present 105 min. working time of this train. As nearly as I can calculate, the Souldern slack had cost 3 min., the Haddenham stop 7 min., and the stop outside Paddington 4¾ min., which leaves a net time of 86 min. for the 87.3 miles from Leamington, 6 min. less than the fastest pre-war timing, and 19 min. less than the present 105 min. allowance.

Accounts of running with these rebuilt engines on the West of England main line shows that such a run as this is typical rather than exceptional, and it seems clear that, despite nearly thirty years of age, they are about to enter on a new lease of life, for which the design staff at Swindon deserves warm congratulation. It may be hoped that when sufficient of the engines are available, and the work at Banbury and Souldern Viaduct is completed, we may see the two-hour Paddington–Birmingham times restored ; the reconditioned " Kings " should handle them without difficulty, even with present loads. One of the most outstanding results is the very moderate coal consumption of the engines since they have had their front end modifications. We are destined, I fancy, to hear a good deal more about " King " performance in the future.

Before leaving the North main line, I am reminded of a run timed by Mr. J. D. Edwards in the down direction on the 4.33 p.m. from Paddington to Bicester. The

engine was No. 6976 *Graythwaite Hall*, of the modified series, which also are now draughted to burn any description of coal, and though the load was but a modest five-coach formation of 155 tons tare and 165 tons gross, there was some commendable energy in the running. The start was not encouraging, with signals on shortly after leaving Paddington, and a dead stop beyond Westbourne Park ; 8 min. 33 sec. were spent over the 3.3 miles to Old Oak Common West Junction, which was passed at 20 instead of the normal 35 or 40 m.p.h. But by Perivale the " Hall " was up to 65 m.p.h., and maintained a minimum of 62 up the 1 in 200 to Northolt Junction. On the undulations to Denham a maximum of 70 m.p.h. was reached, and up the 1 in 175 to Gerrards Cross speed was being maintained at 63 m.p.h. up to the point of shutting off steam. At Greenford, 7.8 miles in 14 min. 15 sec., the train was 2¼ min. behind time, but with the uphill energy described, the arrival at Gerrards Cross, 17.4 miles, was in 23 min. 40 sec. from Paddington, 1¼ min. early ; Denham, 14.8 miles, was passed in 20 min. 46 sec. From Gerrards Cross No. 6976 accelerated to 57 m.p.h. up the 1 in 264, and so ran the 4.3 miles to Beaconsfield in 6 min. 42 sec., a smart uphill time, instead of the 8 min. allowed.

A recent note from Mr. D. A. Bosomworth gave particulars of some amusing exploits by " strangers " over Western Region metals. The aliens exercising running powers in this way were Southern Region Bulleid " West Country " Pacifics, which, as most readers know, work regularly over the W.R. main line between Exeter and Plymouth. From time to time damaging comparisons have been made by W.R. enthusiasts about the work of the Southern engines *vis-à-vis* that of their native-born rivals, but the two runs submitted by my correspondent show that the Southerners can put up some extremely lively performances at times.

For example, on the 2.15 p.m. stopping train from Plymouth No. 34031 *Torrington*, with a seven-coach load of 225 gross tons, starting 11 min. late from Brent, first ran the 7.0 miles down to Totnes in 8 min. 58 sec. start to stop, instead of the 14 min. allowed (which includes 3 min. " recovery time "), thereby regaining 5 min. The Totnes stop was cut from the scheduled 5 min. to 1 min., so that the re-start was 2 min. late only. Then *Torrington* attained 50 m.p.h. on the level ½-mile in the middle of Dainton bank, and climbed the final mile, steepening from 1 in 55 to 1 in 37, at a minimum of 40 m.p.h., passing Dainton box, 4.9 miles, in 7 min. 11 sec. instead of the 9 min. allowed. With a moderately fast but cautious descent, Newton Abbot, 8.8 miles, was reached punctually in 14 min. 16 sec., against a public time of 20 min. and a working time of 16 min., nearly 11 min. thus having been picked up from Brent.

But a much more exciting effort was that of No. 34033 *Chard*, which beat every record of which I have ever seen details in this direction of running, with one exception mentioned later, though the load—225 tons as before—was, of course, a light one. From the Totnes start the line is level for a mile, and the climb then begins with an average of about 1 in 120 up for 1½ miles, followed by the level ½-mile. By milepost 221, 1.9 miles from the start in 3 min. 9 sec., speed had risen to 53 m.p.h. ; at milepost 220, 2.9 miles in 4 min. 15 sec., it was up to 56 ; and at the end of the level exactly 60 m.p.h. was attained. So milepost 219, 3.9 miles, was breasted in 5 min. 17 sec., and then *Chard* actually went over Dainton summit at 44 m.p.h., passing the box, exactly opposite the 218 milepost, in 6 min. 35 sec. The descent past Stoneycombe was a shade more lively than the rubrics encourage, for speed rose momentarily to 73 m.p.h. ; the result was that the train came to rest in Newton Abbot platform in 11 min. 43 sec. from Totnes start, 8.8 miles distant, with the Dainton gable in between —a gain of 4¾ min. on schedule.

The Bulleid Pacifics are so exemplary in their riding qualities that, without the assistance of a speed indicator, one of their drivers may perhaps be forgiven if he underestimates his speed, and this over-exuberance on the descent to Aller Junction may thus be explained. But even so, the driver of *Chard* did not come within hailing distance of Driver Clements on the G.W.R. 4-4-0 *City of Truro* on May 9, 1904, on the racing run with the mails from Plymouth to Paddington which culminated in the alleged 102½ m.p.h. down Wellington bank. The latter was not, however, the outstanding feature of *City of Truro's* performance ; it was the extraordinary pass-to-pass time of 33 min. 35 sec. over the 31.9 miles from North Road to Newton Abbot. Probably passing Totnes at a full 60 m.p.h. or more, the 4-4-0 climbed the 4.9 miles to Dainton in 5 min. 1 sec., and streaked down the 3.9 miles thence to Newton Abbot in 4 min. 2 sec. Unfortunately no details of the speeds remain. This was with a load of 148 tons only, but it established a record which I should imagine will never be beaten.

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On June 8 last the C.I.E. reopened the Banteer–Newmarket branch for goods traffic. In 1955 the Irish Transport Tribunal authorised the C.I.E. to discontinue all but special cattle fair trains on this line, but since the track must be maintained to deal with these, it has been decided to experiment with a regular freight service hauled by diesels.

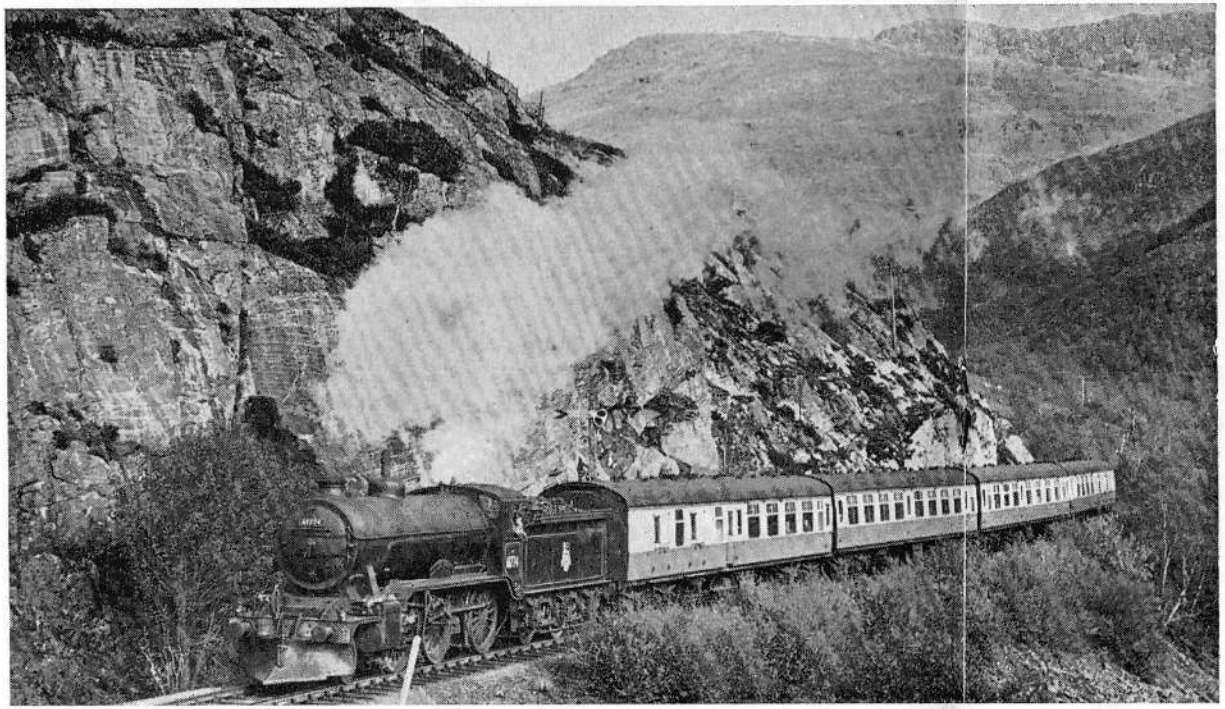
A WEST HIGHLANDS ALBUM

by W. J. V. Anderson

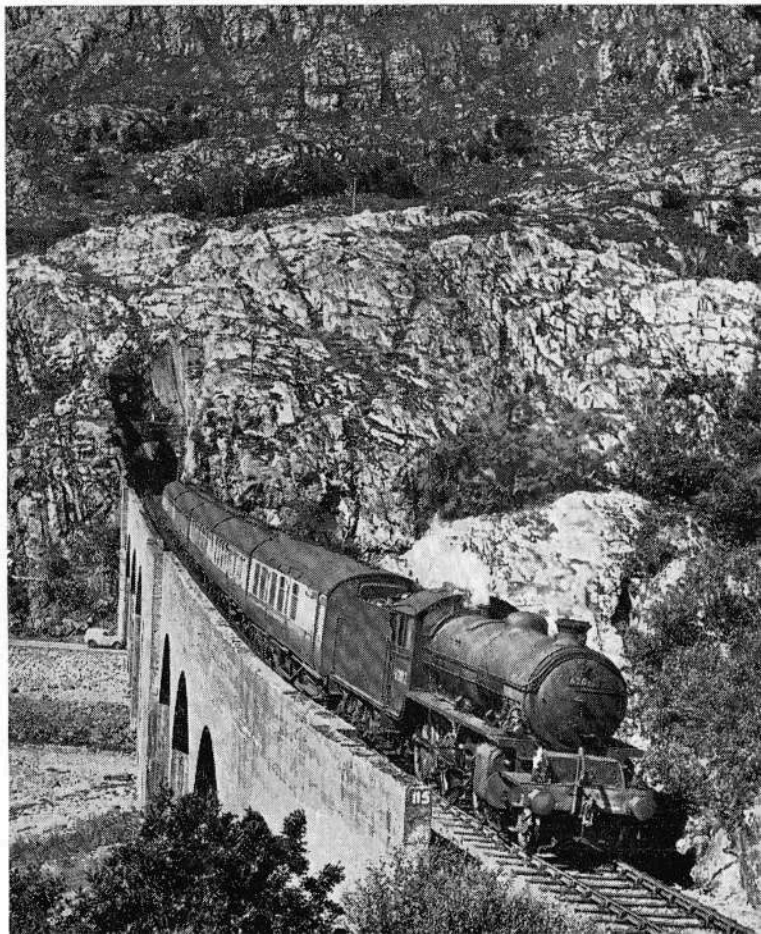
Above left : Class " 5 " 4-6-0 No. 45460 threads the Pass of Brander, between Loch Awe and Taynuilt, with the 12.12 p.m. Glasgow–Oban in April, 1956. On the left of the picture can be seen the wires which, if broken by rocks falling from the hills above, return the " automatic stone " signals in the background to danger.

Above right : The 1 p.m. Mallaig–Glasgow skirts the slopes of Beinn Doireann between Bridge of Orchy and Tyndrum in March, 1956. Double-heading the train, which includes the Fort William–King's Cross sleeper, are standard Class " 5 " 4-6-0 No. 73077 and a Stanier " 5 " 4-6-0.

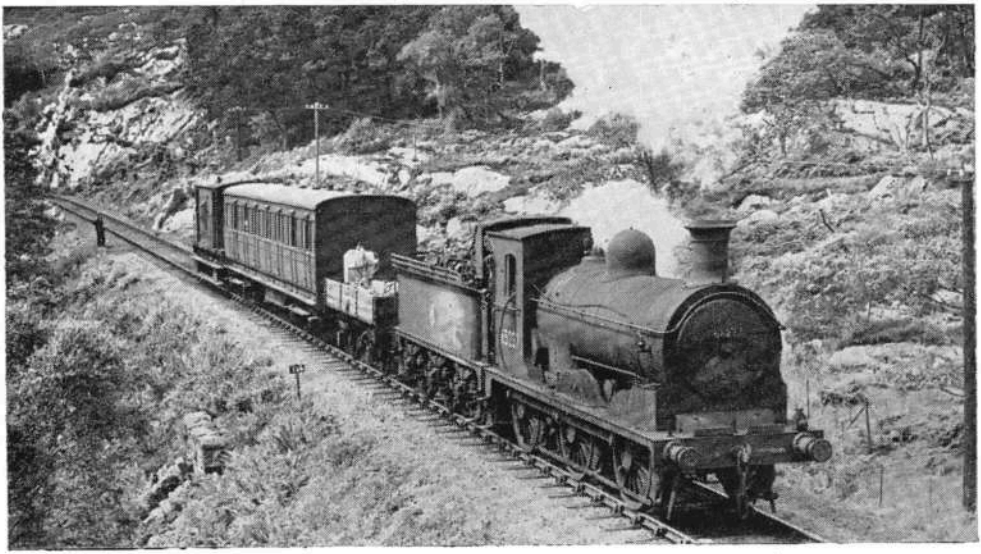
Below left : Gresley " K2 " 2-6-0s still have passenger turns on the Mallaig extension. No. 61774 *Loch Garry* tackles the steep gradients in the rugged Lochailort area on the 4.50 p.m. Fort William–Mallaig in May, 1956.



Below right : One of the great moments of a Mallaig extension journey—crossing the viaduct at the head of Loch nan Uamh, between Arisaig and Lochailort. Class " K1 " 2-6-0 No 62012 heads the 2.45 p.m. Mallaig–Fort William.



A WEST HIGHLANDS ALBUM (contd.) **by W. J. V. Anderson**

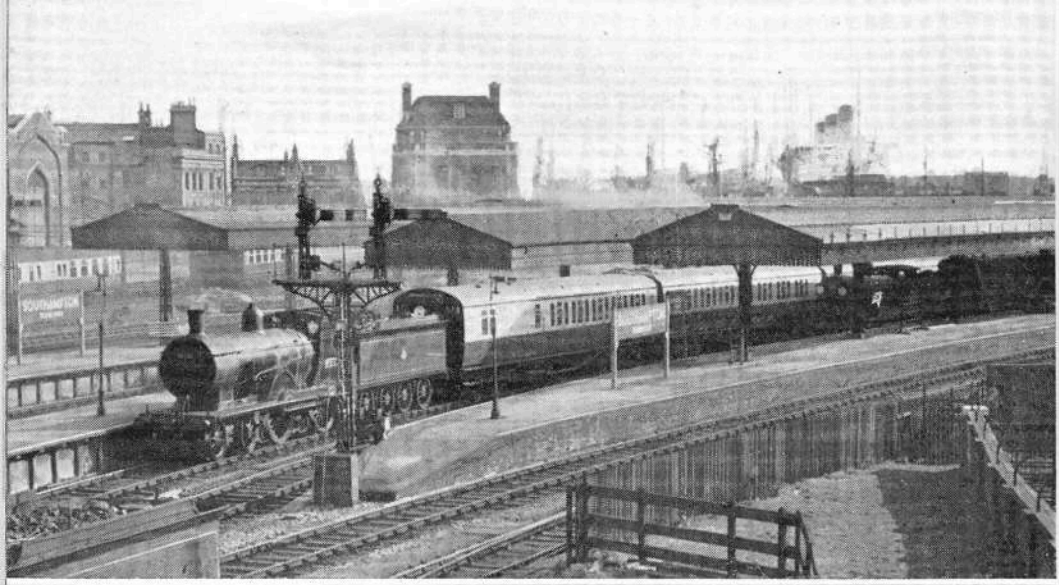


Left upper : Class "K1" 2-6-0 No. 62034 battles up the 1 in 48/55 alongside Loch Eilt on its way from Lochailort to Glenfinnan with the 1 p.m. Mallaig–Glasgow in July, 1955.

Left lower : A Mallaig extension engineers' train eastbound between Arisaig and Lochailort in June, 1955, behind Class "J36" 0-6-0 No. 65237.

Above : Ex-Caledonian 0-4-4T No. 55263 crosses the Connel Ferry Bridge in April, 1956, with the 3.40 p.m. branch train from Ballachulish.

Below : The 12.12 p.m. Glasgow–Oban, headed by Class "5" 4-6-0 No. 45460, in a beautiful Highland setting at Lochaweside in April, 1956. On the farther shore of the loch is Kilchourn Castle.



GATEWAY TO THE ATLANTIC

Above : The stately outline of the R.M.S. *Queen Mary* dominates the skyline beyond Southampton Terminus and a trio of Class "T9" 4-4-0s on May 1, 1956. No. 30732 is leaving with a train for Southampton Central ; just entering the picture from the left is another ; and on the right is No. 30310 on a Portsmouth train.

Below : W.R. "2251," Class 0-6-0 No. 3212 leaves Northam with the 1.15 p.m. Eastleigh–Southampton Terminus on June 12, 1956. The line on the left is the link from Southampton Central, the Bournemouth line completing the triangle in the background. *[C. P. Boocock*

W.R. 4-6-0 No. 6965 *Thirlestaine Hall* pulls out of Weston-super-Mare General with a train for Bristol on Whit Monday, 1956. Locking Road station is on the right, and on the extreme right are the engine sidings.
[Mark B. Warburton

Bank Holiday Monday at Weston-super-Mare

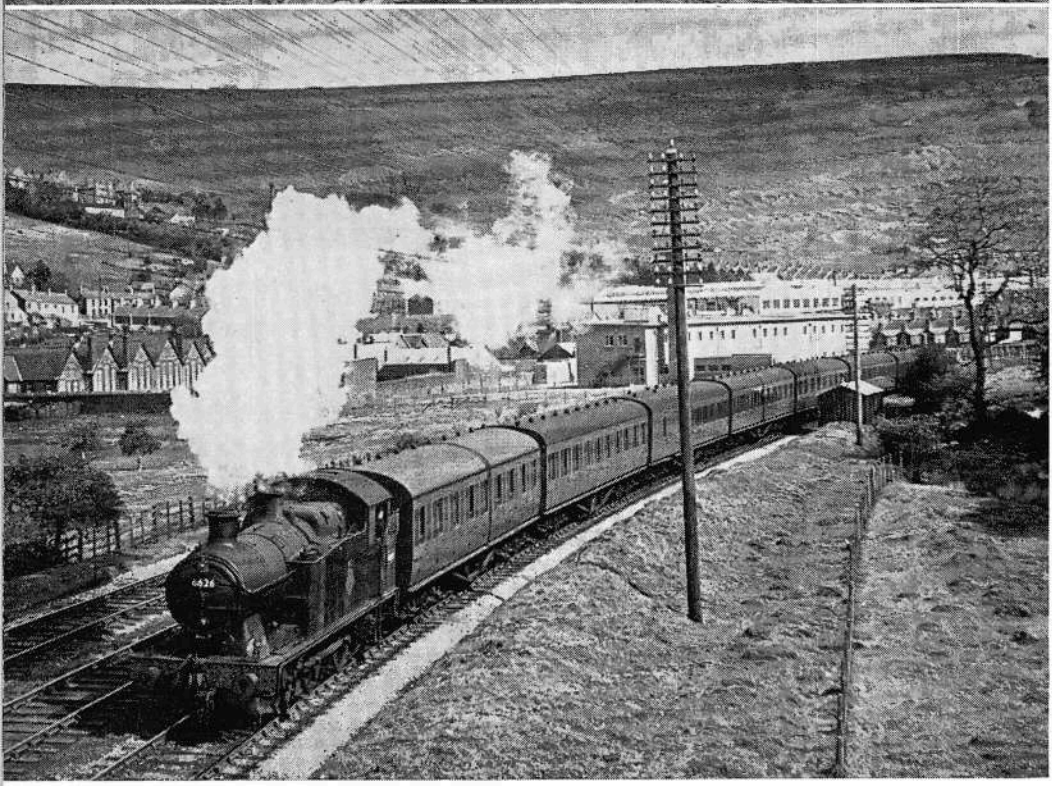
by MARK B. WARBURTON

NINETEEN miles west of Bristol lies the popular seaside resort of Weston-super-Mare. Thousands of people visit Weston on the three Bank Holiday Mondays each year, and the majority of them travel by rail ; besides many Bristolians, people arrive from all over the Midlands and South Wales to spend a day at the seaside, and as many as 30,000 passengers are carried by rail to Weston-super-Mare on a fine Bank Holiday Monday in thirty or more special trains, in addition to the normal service. A traffic flow of this intensity naturally means that operating between Bristol and Weston offers a great deal of interest.

Temple Meads station, Bristol, is well equipped to deal with heavy traffic. There are 15 platforms, as well as through and avoiding lines, but it is beyond Parson Street, two miles out, that complications arise, as thenceforward all trains to Weston-super-Mare have to be funnelled through ordinary double track, climbing into Flax Bourton cutting on a gradient steepening to 1 in 180. The line falls gradually to Claverham box and is level thereafter. On both sides of Yatton (12 miles) there are 1½-mile stretches of quadruple track, but as there is only double track through the station the usefulness of the relief lines is very restricted when a continuous flow of passenger traffic is passing. However, these loops are invaluable for stabling empty stock, as well as for holding freight and local trains to enable expresses to overtake. Two level crossings exist west of Yatton at Huish and Puxton. Fortunately, both roads are minor ones, for motorists often have to wait some time until a suitable gap in the rail traffic gives the signalmen a chance to open the gates. Nearly five miles beyond Yatton, at Worle Junction, the loop line to Weston-super-Mare forks sharply to the right of the direct Taunton line, compelling a 20 m.p.h. speed restriction over the turnout.

The General station at Weston-super-Mare is situated on a very sharp curve and has only two main platforms, plus a short bay at the Bristol end. There is, however, an adjoining set of platforms used for excursion purposes, known as Locking Road station, which consists of two long island terminal platforms ; these are set at an angle to the main line, enabling the station entrance to be considerably nearer the sea front than that at the General station.

The assembling of stock starts a day or two prior to the Bank Holiday, as various sets of coaches are placed in convenient sidings around Bristol. From 9.0 a.m. onwards on the Monday, a continuous procession of specials and excursions leave Temple Meads. Platforms 1 and 2 are used solely for this traffic. Some trains start from Temple Meads, whilst others come from Avonmouth, Filton, Chipping Sodbury, Bath and places farther afield. Several of them call at Bedminster and Parson Street to pick up passengers from the west side of the city, then run fast to Weston, leaving the normal service trains to cater for the needs of the intermediate stations at Flax Bourton, Nailsea, Yatton, Puxton and



RHONDDA VALLEY LOCALS

Above : Standard Class " 3 " 2-6-2T No. 82044 approaches Porth with the 1.30 p.m. Barry Island–Treherbert on May 12, 1956. In the foreground is the Rhondda river.

Below : Class " 56XX " 0-6-2T No. 6626 was photographed near Llwynypia with the 2.30 p.m. Barry Island–Treherbert on May 12, 1956. *[S. Rickard*

Weston Milton. Throughout the day trains pass in each direction at intervals of about six minutes, which represents the time taken to clear the longer block sections. Indeed, traffic is so heavy that special measures have to be taken to ensure that the signalmen en route are readily able to identify each train. Every set of coaches is allocated a Reporting Number, which is retained throughout the day, even when working as empty stock, and this number is displayed on both sides of front and rear coaches, as well as on the front of the engine.

A large lineside notice at the approach to Puxton & Worle station requests drivers of trains bound for Locking Road to give a special whistle code of " One Long, One Crow ". The Puxton signalman passes forward a special set of " Is Line Clear ? " bell-codes on the following principle :

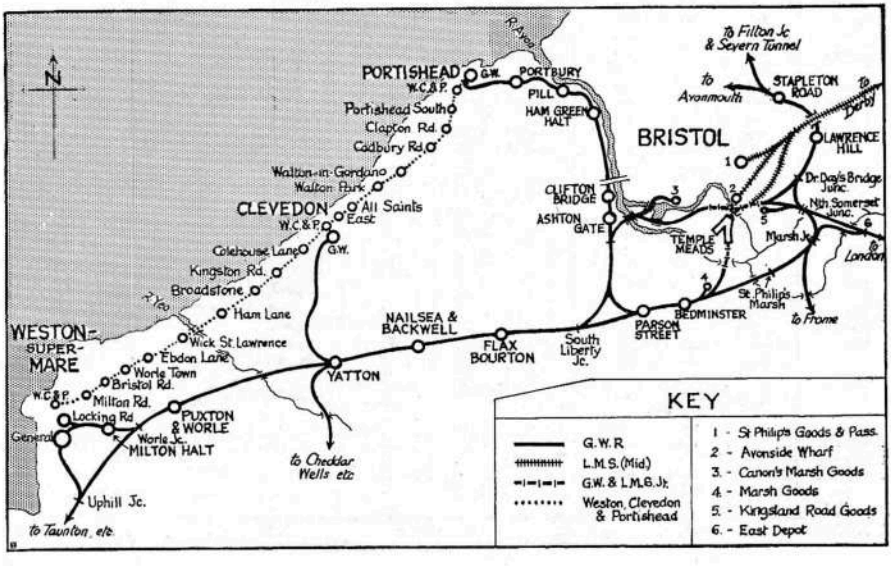
- Main Line trains not calling at Weston-super-Mare . . . .
  Standard bell-code.
- Passenger trains calling at Weston-super-Mare General . . . .
  One—pause—three—pause—two.
- Passenger trains calling at Locking Road . . . .
  One—pause—three.
- Freight trains calling at Weston-super-Mare . . . .
  One—pause—two.

A signalling Inspector is posted in the key boxes, such as Flax Bourton, Yatton West and Worle Junction, so that Control can be kept fully informed of what is happening. Weston-super-Mare has now only one signalbox, containing a 113-lever frame, 19 of which are spare, worked on Bank Holidays by two men and a booking boy on each turn of duty.

When a train arrives at Locking Road station, another engine is immediately attached to its rear, to take the empty stock either back to Bristol for another trip, or alternatively to its stabling point. The lapse of time between train arrival and empty stock departure is often as little as 7 or 8 minutes. Unfortunately only Platform 1 at Locking Road has an engine-release crossover, and consequently most arrival engines are hemmed in until their stock is removed. All engines proceed to the locomotive siding opposite the signal-box, take water and turn as necessary, and form a queue awaiting their turn to back on to a train in the platform. Usually four or five engines are in the siding at any one time.

The carriage sidings at Weston, although utilised to their utmost capacity, are not enough to accommodate all the sets of stock until they are required for their homeward journeys in the evening. The whole of the wagons in Weston Goods Yard are cleared out to the sidings at Worle Junction and Uphill Junction on the previous Saturday night, thus providing additional accommodation available for coaching stock on the Monday. The goods wagons are re-positioned late on Monday night. Almost every available loop and refuge siding between Weston and Bristol is used also for stabling coaches during the afternoon, and great care has to be taken to ensure their correct order of precedence for their return working.

The homeward trek starts in earnest about 5.30 p.m., and from then onwards



LONG-DISTANCE EXCURSIONS TO WESTON-SUPER-MARE, WHITSUN MONDAY, MAY 21, 1956

From	*Train No.*	*Station*	*Arr.*	*Dep.*	*Engine No.*	*No. of coaches*	*Stabling point*
Swindon	046	Locking Road	10.1	7.30	6836	10	Weston-super-Mare
Bath (Green Park)	M863	Locking Road	11.29	9.15	44660	10	Yatton
Cheltenham (Lansdown) ...	M997	General	11.34	7.8	44853	9	Brent Knoll
Wolverhampton	082	Locking Road	11.56	9.21	6956	12	Yatton
Kings Norton	M993	Locking Road	12.2	10.5	L.M.S. Cl. 5	10	Weston-super-Mare
Stourbridge Junction ...	080	Locking Road	12.10	9.40	" Hall " Class	13	Yatton
Dudley	081	Locking Road	12.31	9.46	6332	13	Weston-super-Mare
Frome (via Radstock) ...	044	Locking Road	12.37	8.2	6399*	7	Weston-super-Mare
Blaina	073	Locking Road	1.30	8.15	4916	14	Yatton
Blaenavon	072	Locking Road	1.39	8.45	6325	9	Weston-super-Mare
Paddington	010	Locking Road	2.21	7.25	5060	9	Weston-super-Mare

* 2265 on return excursion from Weston-super-Mare to Bristol East Depot (Down Yard) Box.

until 11.0 p.m. trains leave Weston for Bristol and beyond every seven or eight minutes. Those for Temple Meads only take an unusual route from Bedminster, following the Pylle Hill avoiding line past St. Philip's Marsh sheds to North Somerset Junction, and so approach the station from the Bath direction ; thus, as soon as they have disgorged their passengers, they are able to proceed straight back to Weston for another load.

One of the best places for observation is Yatton station, in the middle of a six-mile, dead-straight, dead-level stretch of line. Yatton is the junction for the Clevedon and Cheddar Valley branches, both of which carry a large amount of passenger traffic to and from Bristol. On one of the busiest

TRAINS HANDLED AT YATTON, 6.30 p.m.-8.30 p.m. WHIT-MONDAY, MAY 21, 1956

Direction	*Time*			*Train No.*	*Engine No.*	*No. of coaches*	*Type of train*	*Remarks*
	Arr.	*Pass*	*Dep.*					
Down	—	—	6.31	717	5367	10	E.C.S.	Yatton–W.S.M.
Up	—	6.31	—	089	7321	10	Special	W.S.M.–Temple M. via S.P.M.
Down	6.35	—	—	—	2201	—	L.E.	Bath Rd.–Yatton.
Up	—	6.40	—	666	5094	10	Relief	1st. Pt. 12.0 Penzance.
Down	6.41	—	6.42	—	5553	4	Normal	2.35 p.m. Paddington.
Up	—	6.46	—	205	70021	14	Normal	12.0 noon Penzance.
Down	—	6.51	—	406	6107	11	E.C.S.	Temple M.–W.S.M.
Up	—	6.53	—	714	4660	11	Special	W.S.M.–Temple M. via S.P.M.
Down	—	—	6.57	073	6812	14	E.C.S.	Yatton–W.S.M.
Up	—	7.2	—	718	5323	10	Special	W.S.M.–Temple M. via S.P.M.
Down	7.3	—	7.4	288	7015	4	Normal	6.35 p.m. Temple M.
Up	7.6	—	7.8	713	4988	10	Special	W.S.M.–Swindon via S.P.M.
Up	—	7.12	—	408	7728	9	Special	W.S.M.–Temple M. via S.P.M.
Down	—	7.13	—	041	5350	11	E.C.S.	Parson St.–W.S.M.
Up	7.17	—	7.20	491	4983	12	Normal	6.50 W.S.M.–Paddington.
Down	—	7.17	—	—	7901	10	Relief	Temple M.–Taunton.
Down	—	7.22	—	154	5043	11	Normal	4.15 p.m. Paddington.
Up	—	7.24	—	719	6137	8	Special	W.S.M.–N. Filton via S.P.M.
Up	—	7.28	—	—	6306	4 vans	Parcels	3.55 p.m. Plymouth N. Rd.
Down	7.30	—	—	—	4909	—	L.E.	Bath Rd.–Yatton.
Up	7.32	—	—	—	5553	—	L.E.	W.S.M.–Yatton.
Up	—	7.33	—	405	4073	10	Special	W.S.M.–Avonmouth.
Down	—	7.36	—	089	7321	10	E.C.S.	Temple M.–W.S.M.
Up	—	7.38	—	M997	44853	9	Excn.	W.S.M.–Cheltenham (L.)
Down	7.42	—	7.44	155	5085	10	Normal	5.0 p.m. Paddington.
Up	—	7.44	—	010	5060	9	Excn.	W.S.M.–Paddington.
Down	—	7.49	—	048	7303	11	E.C.S.	Lawrence Hill–W.S.M.
Up	—	7.49	—	046	{5367 / 6836}	10	Excn.	W.S.M.–Swindon via S.P.M.
Up	7.54	—	7.58	717	6374	10	Special	W.S.M.–Westbury.
Down	7.59	—	8.11	367	6372	8	Normal	7.30 p.m. Temple M.
Up	—	8.5	—	041	2269	11	Special	W.S.M.–Temple M.
Up	8.8	—	8.13	383	7727	5	Normal	7.0 p.m. Wells–Temple M.
Down	—	8.15	—	718	5323	10	E.C.S.	Temple M.–W.S.M.
Up	8.15	—	8.17	317	{6869 / 7001}	8	Normal	6.40 p.m. Taunton.
Down	—	—	8.17	—	9313	10	E.C.S.	Yatton–W.S.M.
Down	—	—	8.19	—	5553	2	Normal	8.8 p.m. Yatton–Wells
Down	—	—	8.21	M863	2201	12	E.C.S.	Yatton–W.S.M.
Up	—	8.21	—	406	3773	11	Special	W.S.M.–North Filton.
Up	—	8.30	—	044	2265	7	Excn.	W.S.M.–Frome via S.P.M.

NOTES : E.C.S.—*Empty Coaching Stock.* L.E.—*Light Engine.* S.P.M.—*St. Philip's Marsh avoiding line.*
Excn.—*Return Excursion.* W.S.M.—*Weston-super-Mare.*

days of recent years, August Monday, 1955, it was possible to see four trains on the up line at once, as well as a through Cheddar Valley train awaiting access onto the up line for Bristol. The accompanying table shows the amount of traffic passing Yatton during two hours of a typical Bank Holiday evening.

Freight trains are virtually non-existent at holiday times, but in the middle of the evening rush the daily 5.55 p.m. Wellington–West Ealing milk has to be fitted in amongst the passenger trains. Unfortunately the milk is booked to call at Puxton & Worle to pick up loaded tanks, fouling the main line throughout the shunting operation.

In order to cope with the rush, pre-dated tickets are issued at Temple Meads on Bank Holidays. Extra staff are drafted to Locking Road station, and loudspeaker announcements inform passengers of the time of their return train. Throughout the day the District Operating Superintendent keeps a close watch on the proceedings, and a conference is held during the afternoon to decide whether the service as laid down in the Working Notice requires to be further augmented in the light of the morning loads and existing weather conditions, or whether it meets, or is in excess of, requirements. Stand-by trains, with engines attached, are kept throughout the day at Stapleton Road and Kingsland Road sidings, ready for use at a moment's notice.

Almost every available ex-G.W. locomotive is pressed into service on Bank Holidays, and engines and men from St. Philip's Marsh shed, normally employed on freight duties, are drafted on to the special workings in addition to those from Bath Road depot. On excursions from the Midland line, the L.M. engines and men (with pilotmen) work right through to Weston. Last Whit-Monday the following types of locomotives were noted on the specials to and from Weston : six 2-6-0s, six " 2251 " Class, four " 51XX " Class, three " Halls," three " 57XX " Class, two " Granges," two " Castles," and two L.M. Class " 5s." It is always an impressive sight to see a pannier or Collett 0-6-0 struggling up Flax Bourton bank with anything up to twelve coaches, packed with passengers almost to bursting point !

In conclusion, the writer wishes to express his thanks to the District Operating Superintendent, W.R. Bristol, for his help in the preparation of this article.

The Weston, Clevedon & Portishead Railway

The plans of the North Somerset Light Railway Co. to construct a narrow gauge line along the course of the W.C. & P.R. have revived interest in a colourful railway that died in the last war.

by JOHN BOURNE

THE Bank of England has £3,000 to pay the owners of the Weston, Clevedon & Portishead Light Railway closed during the last war, but nobody can be found to claim the money. This private line was planned in 1885 as a tramway from Weston-super-Mare to Portishead, but financial difficulties, which hampered the railway throughout its life, made construction a slow business and the 8½-mile Weston–Clevedon section was not opened until 1897. Two years later the line became a light railway, enabling its owners to dispense with level crossing gates. Construction of the extension to Portishead was not put in hand until 1904, when the Weston, Clevedon & Portishead Docks Railways Co. Ltd. was formed to acquire control of the line, and eventually completed the final section in 1907.

The standard gauge W.C. & P.R. was single track throughout its 14½ miles and laid practically on the level. Its admirers claimed it to be the most informally-run system in the country. Many of the stations were without staff, and one man acted as guard, ticket collector, porter and major-domo. A visitor to the district in a pre-war summer found a weekday service of some seven trips each way over the whole line, with additional trains between Clevedon and Weston-super-Mare only. Sunday produced three trains each way, with two extra from Clevedon to Weston and three back. A cheap day return from Weston to Portishead cost 1s. 9d., except on Thursday and Saturday afternoons when only 1s. 3d. was charged ; similarly the Weston–Clevedon cheap fare was 1s., or 9d. on the special afternoons.

Trains called at all 17 intermediate stopping places, some admittedly as and when required, but only the 1.20 p.m. Portishead to Weston dared to differ openly by advertising itself as definitely non-stop through no fewer than six recognised halting points. The line, worked on the Train Staff and Ticket system, carried a fair passenger traffic in summer, but at other times trade was poor. The permanent way mainly consisted of 60 lb. per yard rails laid when the railway opened ; in some places concrete blocks alternated with sleepers, the former having been inserted from time to time to replace defective sleepers.

★ W.R. 2-8-0T No. 4201 climbs to Blaenavon with a haul of empty coal wagons. In the background are the motive power depot and yards at Pontypool Road. Photographed on August 28, 1952.
[N. E. Mitchell

★ Southern Pacific No. 34038 *Lynton* heads a Salisbury stopping train out of Exeter Central on August 5, 1955.
[John Robertson

Portishead welcomed passengers with a low metalled platform, station buildings, comprising a timber waiting shed, booking office and ladies' room, and a run-round loop. In addition to a mileage siding and a private siding to a nail works, the only physical connection with the outside railway world was made here with the G.W. Bristol–Portishead branch. The railway was dotted with twelve public road level-crossings, where speed was restricted to 10 m.p.h. (the stations and halts adjoined most of them), and no fewer than 86 farm accommodation crossings were encountered.

The first station was within half-a-mile, at Portishead South, and was a halt at a road crossing typical of many others on the railway, without platforms, but sporting a timber waiting shed. Clapton Road (1¼ miles) and Cadbury Road (2½ miles) did not even have waiting shelters. Beyond Cadbury Road was Black Rock quarry, with siding accommodation for 90 12-ton wagons and tips, and then came Walton-in-Gordano (4 miles). In another half-mile Walton Park was reached, with Clevedon (All Saints) the same distance ahead, both without station accommodation, though Walton Park possessed a siding leading to Conyquar quarry, and a loop for Engineering Department wagons. At Clevedon East (5¼ miles), as at All Saints, the road crossing was gated ; a waiting shed was provided and a siding linked Weech's Joinery Works with the line.

Once terminus of the railway from Weston and then focal point of the line was Clevedon (6 miles), where the offices, engine shed and carriage sidings lay. The station itself consisted of a single platform with waiting shed, booking office, ladies' room and run-round line, while a small goods yard adjoined with a ¼-mile long private siding leading off to Clevedon Gas Works. Nearby the track crossed three main streets, each with gates operated by ground frame, and an Act required trains to halt before proceeding over the roadways at 4 m.p.h. Connection with the G.W.R. Yatton–Clevedon branch was established here about 1910 by an end-on junction with a mileage siding in the G.W. yard, but it was rarely used and the points were removed in 1936, most probably because the exchange of traffic was most awkward, for the G.W. siding had to be cleared every time an exchange was arranged and the curvature did not permit G.W. engines over the connection.

Leaving Clevedon, the line passed Colehouse Lane, Kingston Road, Broadstone and Ham Lane, with its small milk platform, before the short branch to Yeo Haven wharf forked off near Wick St. Lawrence station, which was provided with a crossing loop, although it had been out of use for some years. The section to the wharf, the last addition to the W.C. & P.R. route, was constructed in 1918 to enable the handling of sea-borne traffic, mainly by sailing barge, to and from South Wales. After Ebdon Lane came Worle Town (12¼ miles), with its low platform, booking office, waiting shed, run-round loop and siding, Bristol Road (12¾ miles), Milton Road and a short siding (13¼ miles), and finally Weston-super-Mare, 14¼ miles and 65 minutes from the start. Here there was a single platform station, together with run-round loop, mileage yard and two sidings.

There were no overbridges en route, but an iron girder bridge crossed the River Yeo near Wick St. Lawrence, while a few smaller bridges crossed other gullies. Incidentally, trains called at Clapton Road, Walton Park, Colehouse Lane, Broadstone, Ebdon Lane and Milton Road only on request.

The Great Western had been approached back in 1910 to work or purchase the line and form a junction at Weston, but had firmly declined, even though they feared the Midland might absorb it and open an 8-mile railway to join the Somerset & Dorset Joint line. Towards the outbreak of the 1939-45 war losses had practically exhausted the resources of the W.C. & P.R. The legal position of the undertaking was obscure. The line was in the hands of a Receiver, but the sole creditor, the Excess Insurance Company, having gained nothing from the railway for thirty years, now decided to withdraw from their petition of 1909 which had resulted in the appointment of a Receiver, and accordingly a Court order was made for the Receiver to cease to operate the line within four months of March 18, 1940. Normally, in such circumstances, the Receiver would hand the undertaking back to the railway company; but the W.C. & P.R. no longer existed except in name, and, following the withdrawal of the Receiver, nobody had the legal right to operate the line. Services were therefore discontinued on May 18, 1940. Representations led the Government to consider taking over the line, but eventually they declined on the grounds " the closing would not gravely impair the district's transport facilities." Once more the G.W.R. was begged to take the W.C. & P.R. under its wing, but they replied such a course could not be commercially justified, since an expenditure of £30,000 would be necessary to bring the track up to their standard for minor branch lines.

Then, in June, 1940, the sudden cessation of coal exports to France jammed the South Wales Docks and colliery sidings with loaded wagons. The Minister of Transport gave formal approval to the provision of additional storage accommodation on the

W.C. & P.R., and it was agreed the Great Western should purchase the system from the Excess Insurance Co. for £10,000. The Great Western became nominal owners of the railway on June 22, 1940, having bought the assets and interest of the Insurance Company, including the right to take possession of the line from the Receiver ; they did not, however, take over the interests or liabilities of the Light Railway Company as such, and were under no obligation to maintain the line or operate services. In the event, only a few wagons of locomotive coal ever reached the W.C. & P.R. ; the railway fell into disuse and the rails were ultimately recovered as scrap in 1942/3.

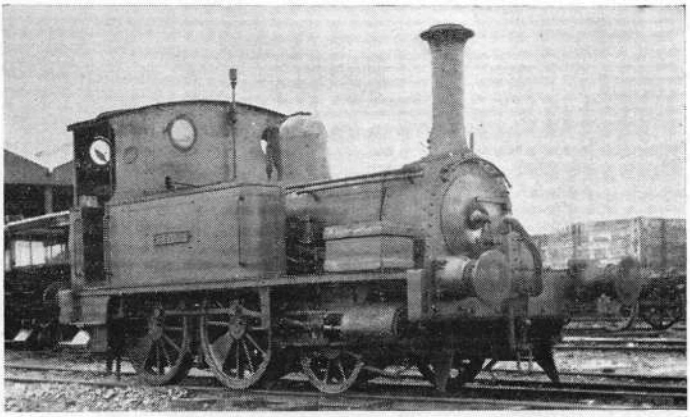
Nevertheless, Great Western officials paid many a visit to the line in 1940. July 16 found them bridge-testing at Wick St. Lawrence, and enjoying all the impromptu comedy that goes with operation of a moribund light railway. The party arrived at Clevedon at 11.30 a.m., and found the engine (ex-W.C. & P. No. 4) had gone to fetch some wagons left at Clapton overnight. At 12.30 p.m. the engine arrived at Clevedon with six on—all it had been able to haul. By 1.0 p.m. the coach was attached in rear of No. 4, to be pushed to the bridge, but water was streaming from all parts of the engine and a fitter decided it must go to shed for attention ; it left at 1.25 p.m., but arrived back five minutes later. Upon starting, the wheels went round madly enough, but failed to grip the high grass which had overgrown the track ; eventually a purchase was obtained, the fireman having put down small coal in lieu of sand, the engine's supply of which was exhausted. Thereafter the party stopped three times before reaching their target bridge for want of steam but eventually arrived at Wick St. Lawrence at 2.0 p.m. There was no grass on the bridge, and the engine got up some speed ; but when it was braked the wagons pushed it forwards.

A second test was made. The Engineer stipulated six wagons could be taken over the bridge at a time, but by then the engine required to go to Clevedon for water. As it started off a cart horse jumped over the fence and ran along the line in front of the train ; the last the party saw of the animal was its hindquarters receding pell-mell towards Clevedon down the track. Clevedon was reached at 3.30 p.m., and it was then decided to go to Portishead to fetch some coal wagons, but an obdurate fitter refused to let the engine go, claiming that it required 1½ hours on shed for attention ; and by the time it would be ready again the driver would have been on duty 12 hours. Further work for the day was therefore abandoned.

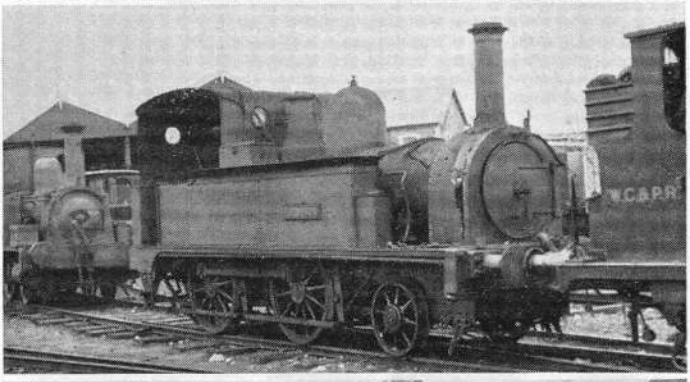
Difficulties dogged the W.C. & P.R. right to the end. When ex-W.C. & P. engine No. 4 was on loan to the Ministry of Works for recovery of the rails in 1943, the Ministry suddenly decided the engine was required at Nottingham and sent it there, leaving their local people to " get on with it," regardless of the fact the only engines then permitted along the line were No. 4 and ex-W.C. & P. No. 2. The last-mentioned was of no use, because it was not fitted with a pump and could only take water from stand pipes, none of which remained in use on the W.C. & P.R. The maximum axle load allowed on the line was 10 tons and the G.W.R. did not own a single engine—apart from the W.C. & P. stock—which came down to this weight, although they had an ex-Alexandra Dock Railway 0-6-0 saddle tank within 5 cwt. and an ex-Whitland & Cardigan Railway 0-6-0 saddle tank (G.W.R. No. 1331) within 16 cwt. of the target.

The rolling stock used on the W.C. & P.R. was quite a mixed bag. The most spectacular engines were the original Nos. 1 and 2, *Weston* and *Clevedon*, which were inside-cylinder 2-2-2 well tanks, built in 1866 and 1857 respectively by Sharp Stewart. They were snapped up as bargains from the Furness Railway, in whose stock they were No. 35 and 12A, in 1898-9. No. 3 *Portishead*, built in 1887 by Robert Stephenson, came from the Isle of Wight as an 0-6-0 side-tank to be the W.C. & P.R.'s first locomotive ; it operated on the W.C. & P.R. as a 2-4-0 by the simple removal of a coupling rod section on each side until sold to the Renishaw Iron Works, Sheffield, in 1900. Its name was then taken over by a Dubs 2-4-0 tank displaced from the L.S.W. Wadebridge branch when that line was physically connected to the main system. For over twenty-five years, from 1911 to 1937, a brass-domed 2-4-0 side-tank, built by Sharp, Stewart in 1875, plied to and fro along the line. First used on the Watlington & Princes Risborough Railway, it became G.W. No. 1384 in 1883 and was subsequently rebuilt at Swindon in 1899. Used on various branch lines, including the Lambourn, Wrington and Culm, it was sold to the Bute Works Supply Co. in 1911, who resold it to the W.C. & P.R., where it became No. 4 *Hesperus*, being cut up at Clevedon in 1937. Many others came to Clevedon for various periods, like the third *Portishead*, a Manning Wardle 0-6-0 saddle-tank acquired in 1907 for the opening of the Portishead extension and sold to William Cowlin (Bristol) in 1926 ; or *Walton Park*, an unnumbered Hudswell Clarke 0-6-0 saddletank, which worked on the W.C. & P.R. until 1913, when it was transferred to the Shropshire & Montgomeryshire Railway, from whom it passed to the East Kent Railway in 1917.

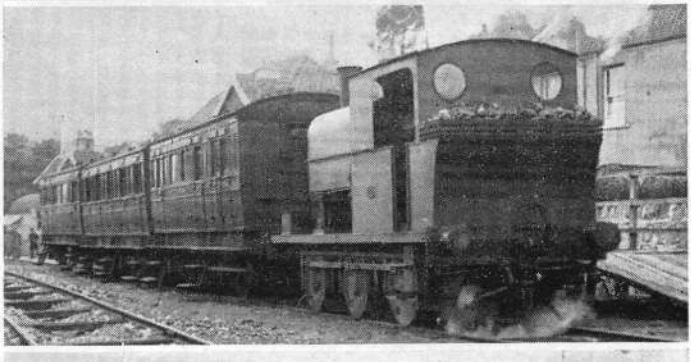
W.C. & P. MOTIVE POWER



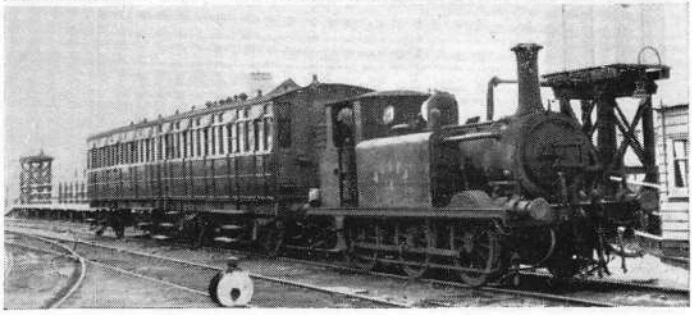
★ The second *Clevedon*, a Dubs 2-4-0T originating from Jersey, which became W.C. & P. No. 1. Photographed at Clevedon in May, 1929.



★ *Hesperus*, 2-4-0T No. 4, a Sharp Stewart product with a varied career, at Clevedon in May, 1929.



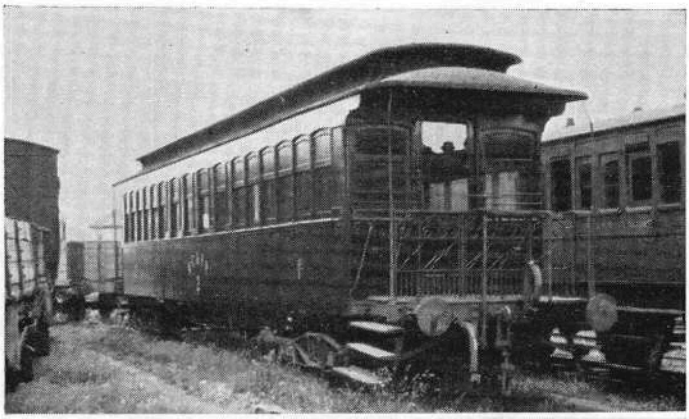
★ No. 5, a Manning Wardle 0-6-0ST, at Weston-super-Mare in May, 1929.



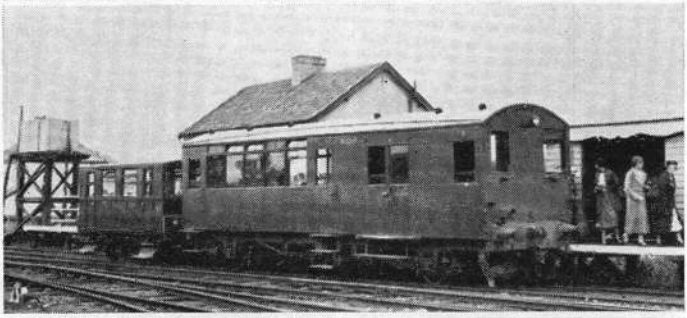
★ The final W.C. & P. No. 4, an ex-L.B.S.C. "Terrier" tank, photographed at Clevedon in June, 1938.

[H. C. Casserley

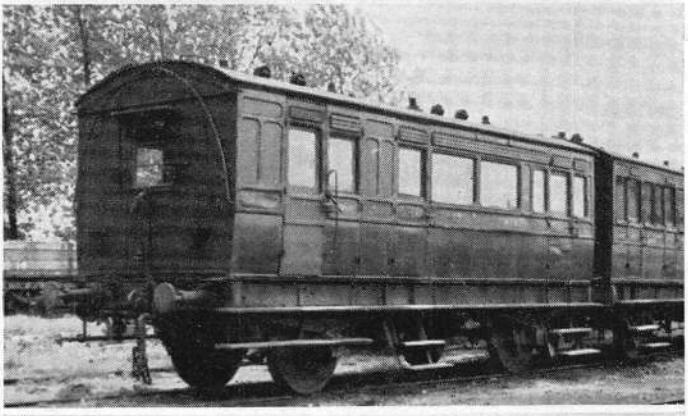
W.C. & P. STOCK AND STATION



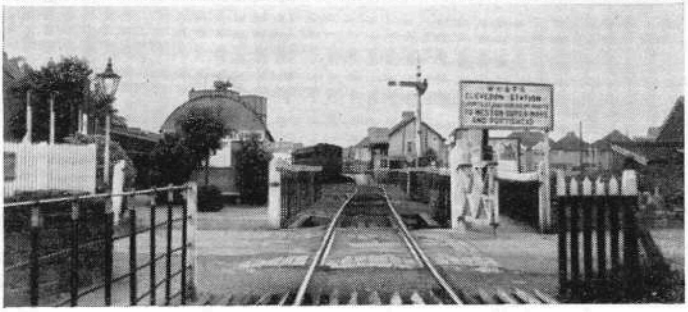
★ One of the open-ended bogie cars at Clevedon in 1938.



★ A Drewry railcar and trailer at Clevedon in June, 1938.



★A typical four-wheeled first/second brake compo of W.C. & P. stock in 1938.



★ A general view of Clevedon station in 1938.

[H. C. Casserley

When services ceased the railway possessed five tank engines, a rail tractor, two petrol railcars with a 4-wheel trailer car, three 8-wheel and eleven 4-wheel coaches, while the wagon stock consisted of 27 open wagons, one covered van, a goods brake-van, a 4-wheel carriage truck and a 6-wheel machinery wagon. The whole of the rolling stock passed into G.W.R. hands and, with the exception of locomotives Nos. 2 and 4, was condemned as scrap. The 8-wheel coaches were the remains of six bought from the Lancaster Railway Carriage & Wagon Co. in 1899. Intended for a South American Railway, they had diamond-framed bogies, clerestory roofs and end-observation platforms ; they were the first British coaches on which ace ylene gas lighting was standardised (in the early days, by the way, the engine headlamps were also lit by this method). The four-wheel stock came from the Metropolitan and London & South Western Railways. The railcars were both Drewry-built ; the 25 h.p. car was purchased in 1921 and had a seating capacity for 30 persons in addition to 24 in its trailer, while the other car, built in 1928, came to Clevedon from the Southern Railway in 1934. They operated on the southern section of the line, for trains between Clevedon and Portishead, serving the quarries, were generally steam-hauled mixed trains. Incidentally, all the coaching stock was vacuum-fitted and had steps below door level for use at the platformless stations, while second-class accommodation was provided in place of third. The Muir-Hill Fordson rail tractor, purchased in 1924, normally operated at the wharf on the River Yeo.

Of the five locomotives, the second engine No. 1, named *Clevedon*, was built by Dubs in 1879, and started its career in Jersey as a 2-4-0 side-tank. Rebuilt by Avonside in 1906, it came to the W.C. & P.R. with 10 in. by 19 in. cylinders, 4 ft. diameter coupled wheels, a boiler pressure of 125 lb. sq. in., and weighed only 16 tons. The final No. 3 *Weston* and 5 (unnamed) were Manning Wardle 0-6-0 saddle tanks, built in 1881 and 1919 respectively, while Nos. 2 and 4 were engines of the famous London Brighton & South Coast Railway "Terrier" class. No. 2, built in 1877 as L.B.S.C. No. 43 *Gipsy Hill*, came to Clevedon from the Southern Railway in 1926 to replace the third *Portishead* whose name and number it took over ; No. 4, built in 1875 as L.B.S.C. No. 53 *Ashstead*, was acquired by the W.C. & P.R. in 1937.

The two "Terriers," the largest engines on the W.C. & P.R., were both taken into G.W. stock in 1940 ; No. 2 became G.W. No. 5 and No. 4 became G.W. No. 6. For some time they were stationed at Bristol, St. Philips Marsh. No. 6 was condemned in January, 1948, but No. 5 moved to Taunton in 1948 to shunt in the Engineers' depot and to Newton Abbot in January, 1950. In March, 1950, it was brought to Swindon for storage and saw no further service until it was scrapped in 1954.

To-day nothing remains of the W.C. & P.R. except the weed-covered remnants of the track. Some of the land has been used for road building, while allotments and houses are springing up on other sections. Money has been paid into the Bank of England as compensation for use of the land, but, so far, nobody has claimed it. The British Transport Commission refused to preserve No. 5. Weston-super-Mare Council, influenced by the strong local desire to preserve something materially associated with the line, considered a proposal to acquire the engine for preservation as a permanent attraction in the Borough, but decided against the idea in view of the capital outlay which would have been involved—approximately £400—and the difficulty of providing suitable accommodation.

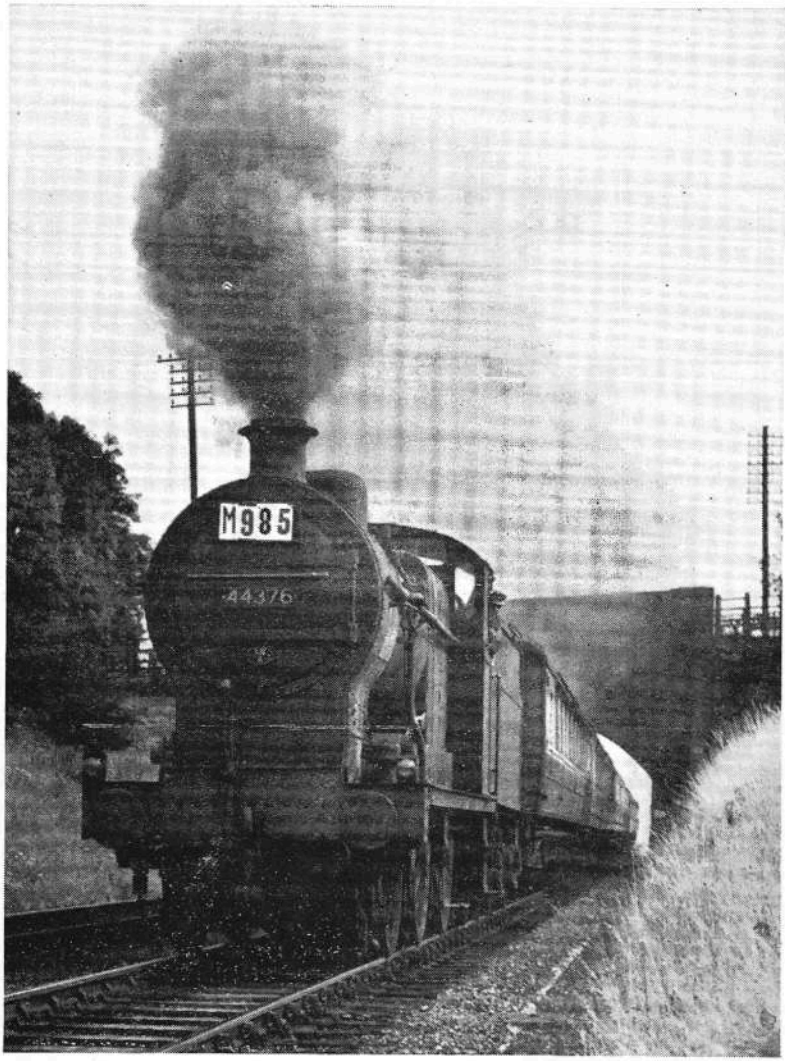
"Noah's Ark" brakevans of the W.R.

by "CASEY JONES"

IN 1870 the Monmouthshire Railway & Canal Company laid down two branches from its Eastern Valley line at Pontnewynydd to the Cwmffrdoer and Cwmnantddu valleys, to gain access to the rich coalfields of the district. These branches are among the steepest railways in Britain to be worked by ordinary adhesion, and have unique features of operation not to be found elsewhere. If you are interested in extraordinary movement of freight traffic, take a train from Newport to Pontnewynydd, where anyone will tell you the best way to get to the scene of operations One of the finest vantage points is an overbridge just in front of Branches Fork signalbox.

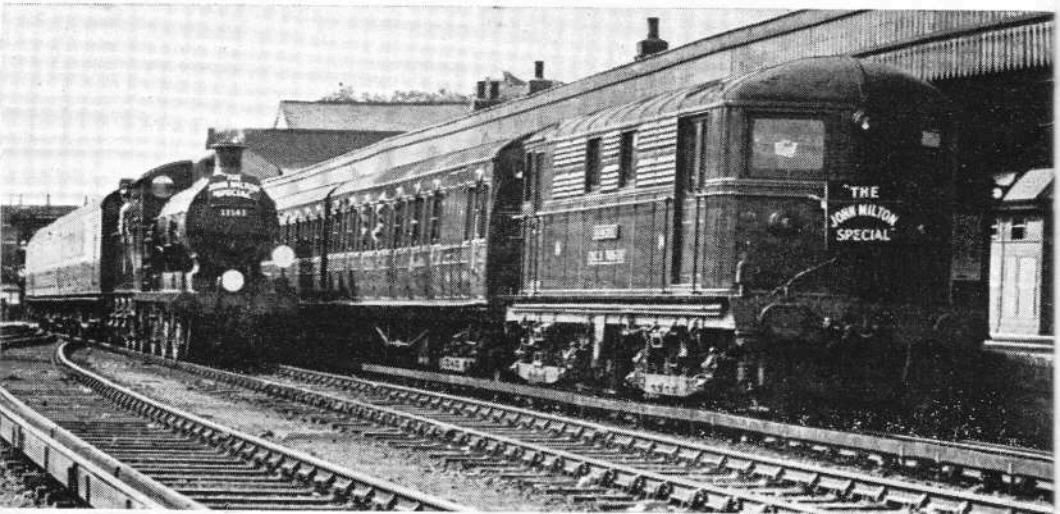
The Cwmffrwdoer Branch is about 1¼ miles long with a ruling gradient of 1 in 22, and over it trips are worked between Tirpentwys Colliery and Branches Fork yard, empties up and loaded wagons down. On the Cwmnantddu Branch the ruling gradient is 1 in 19 for a total length of nearly a mile. Before the landslide of 1932 the line went up as far as the Llanerch colliery, a stretch that was as steep as 1 in 17, but nowadays it terminates at Graigddu Brick Works.

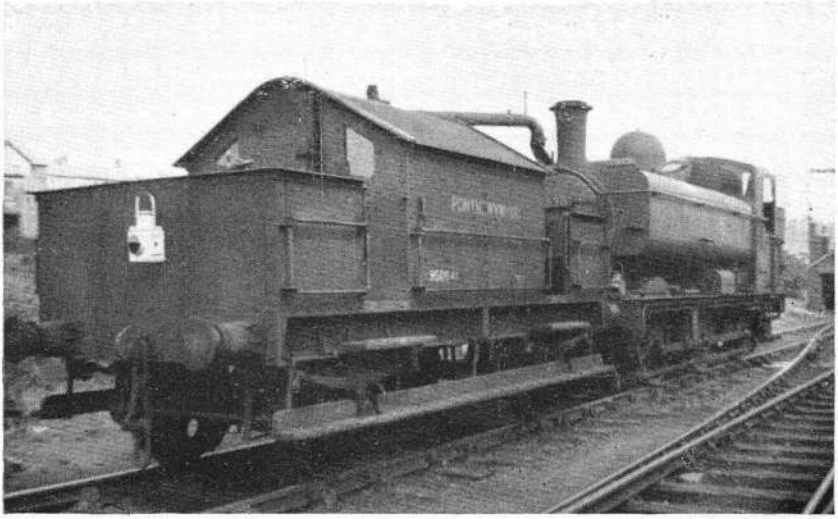
On May 24, 1901, there was a runaway



★ Class "4F" 0-6-0 No. 44376 climbs from Manton to Oakham with a Midland Division, L.M.R., excursion on August 14, 1954.
[P. H. Wells

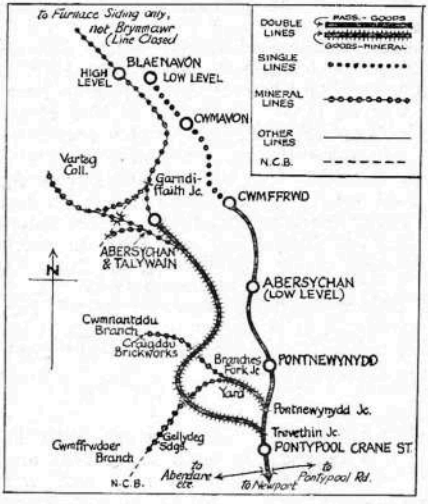
★ On June 3, 1956, an interesting, privately-sponsored Ramblers' excursion, the "John Milton Special," was run from Crystal Palace (L.L.) to Chesham. S.R. Class "C2X" No. 32543 hauled Southern stock to New Cross Gate, where the passengers changed to an L.T.E. train with electric locomotive No. 14 *Benjamin Disraeli* in charge. This is believed to have been the first visit of a Metropolitan electric locomotive to New Cross Gate.
[J. L. Smith





★ A Western "Noah's Ark" brakevan.

from Llanerch Colliery. A rake of twenty loaded wagons ambled out of the colliery sidings and collided with an 0-6-0 saddle tank. The driver, who was oiling the motion, was knocked clear, but his fireman who was on the footplate nearly met his death. The whole lot hurtled the bank in 55 seconds and when the dust settled at Branches Fork the driver was found in a dazed condition behind the bunker, still on the footplate of his engine, which was badly damaged. Branches Fork signalbox was demolished and the signalman was lucky that it was only his wooden leg which was smashed to splinters! The last runaway down this line occurred on Monday, March 7, 1955, when engine No. 8716 finished up in a field, fortunately without casualties.



It is the rule that all trains must be propelled up both inclines, and in order that enginemen may have a good view of the line ahead specially designed brake-vans are in use. Popularly known as "Noahs' Arks", they are always coupled next to the engine, where the roof of a conventional brake-van would obscure the view from the footplate. Any engine of the "5700" class may work on the branches, but there are no special engines assigned to the services.

The formation of a train between Branches Fork Yard and Tirpentwy Colliery on the Cwmffrwdoer branch is: an engine in the rear; one "Noahs' Ark" brake-van; then up to 14 empty mineral wagons. A shunter or some other responsible person usually rides in the leading wagon, so that should the need arise he may warn the driver to reduce speed below 15 m.p.h. or to stop.

●

It is apparent that every effort is being made this year to "sell" the narrow gauge Vale of Rheidol line to tourists (with considerable success, according to our information). Following a visit by the Western Region Area Board in May last, the three locomotives, in addition to being named, have been repainted green and are kept in glittering trim by the regular crews now assigned to them; in addition, the coaches are being repainted, two at a time, in the old G.W. chocolate and cream livery, and four had been thus treated by the end of June, writes Mr. Gwyn B. Jones.

MOTIVE POWER MISCELLANY

LONDON MIDLAND REGION

" B1 " on the Lickey

For the first time since the latter part of the last war, when ex-Great Eastern " B12 " 4-6-0s made occasional appearances at Ashchurch on ambulance trains, an ex-L.N.E. locomotive traversed part of the Birmingham–Bristol main line on June 7. This was " B1 " No. 61113 (35A), which headed an excursion from Peterborough via Birmingham to the Wye Valley at least as far as Gloucester. One correspondent reports that permission for " B1s " to run between Birmingham (New Street) and Gloucester (Eastgate) via both the direct line and via Worcester (Shrub Hill) has recently been granted, so that there may possibly be more workings of this kind during the summer. At all events another " B," believed to have been No. 61047 (35C), was seen heading for Gloucester on June 28. Two days later W.R. 0-6-0s Nos. 3216/7 appeared at Bromsgrove to work an excursion to Porthcawl thence as far as Worcester, where a " Hall " took over. At the end of June other Western types were reported to be undergoing clearance tests on Birmingham's Camp Hill line.

Another " B1," No. 61188 (38A), was observed on June 7 well off its beaten track at Dudley Port, heading an excursion to Dudley Zoo ; on June 29 " Britannia " No. 70052 (66A) travelled the Wednesbury-Walsall line with an excursion to Rhyl. Another freight working for Toton 2-10-0s over the Birmingham-Bristol main line is either the 12.8 or 1.50 p.m. freight from Gloucester to Burton-on-Trent ; at the beginning of June a 2-10-0 was almost daily in evidence on these duties. Visitor to Gloucester with a pigeon special from the north on June 7 was Stanier " 5 " No. 45215 (25B).

Elsewhere on Midland territory, Camden " Royal Scot " No. 46139 was dead on Nottingham shed on June 2. A type not often seen at Luton was observed there on June 6, when Stanier 2-6-0 No. 42957 (3D) passed through with the evening Carlisle–London freight. Four days earlier the 12.5 p.m. Derby–St. Pancras arrived at Luton with " 4F " 0-6-0 No. 44380 (17A) piloting " 5 " 4-6-0 No. 44944 (19A) ; the 0-6-0 was detached at Luton. On June 20 Bletchley " 4 " 4-6-0 No. 75037 headed the 4.25 p.m. Leicester–St. Pancras. An odd feature of workings at the southern end of the Midland main line is the extensive use of " Jubilees " on Bedford locals, while more and more use of mixed traffic " 5 " 4-6-0s is made on expresses; No. 45557 (14B), for example, has been confined mainly to stopping trains between St. Pancras and Bedford or Leicester for over a year. Wellingborough's Crosti-boilered 2-10-0s have occasionally been seen at Normanton, but on June 20 one entered the shed for examination for the first time after No. 92024 had arrived at 9.30 a.m. with a freight from Leicester ; recent visitors to Normanton have included 2-6-0 No. 62063, one of the " K1s " recently transferred to York, on June 20. Referring to recent reports of a " J94 " 0-6-0 tank's test for clearances on the Cromford & High Peak line, we hear that the type is to have more extensive trials there before a decision is taken to substitute it for the North London tanks, although the latter will not last long, for their boilers are in very bad shape.

" J6 " in the Calder Valley

Workings of ex-L.N.E. types on to the ex-L. & Y. Calder Valley main line increase. In addition to recent reports of " O4 " 2-8-0s, we hear that a " J39," No. 64754 (37A), was standing in the up loop at Elland on a freight on June 12 as the 10.10 a.m. York–Manchester passed on the main line. On June 16 a visitor to Elland was " J6 " No. 64274 (37A) which passed on a down freight at 9.50 a.m., while Ardsley " B1s " Nos. 61123 and 61297 were seen double-heading an excursion returning east from the coast through Blackburn on June 9. Referring to last month's notes on the movements of the two " D11s " before working the "Pennine Pullman" on May 12, we learn that on May 7 No. 62664 was seen at Blackburn on the 8.35 a.m. from Manchester (Victoria), and from there ran light to Bolton to pick up a freight for Royton Junction. A stranger at Crigglestone, on the Wakefield–Barnsley line, on May 26 was ex-L.N.W. 0-8-0 No. 49439(9A). Outstanding Calder Valley tripper in June, however, was " B12 " 4-6-0 No. 61574 (35B), which took the Burnley line from Todmorden with an excursion to Blackpool on June 30. One of the most interesting trains on this route is the 2.43 p.m. Clifton Sidings (York)-Red Bank (Manchester) E.C.S. via Leeds City and Mirfield, which may have two " Jubilees " ; on June 30, however, the combination was " B1 " No. 61038 (50A) piloted by " 5 " No. 44880 (65B). Also seen at Blackpool with an excursion on June 30 was " K3 " 2-6-0 No. 618080.

Western Division

The " Deltic " diesel returned to its freight diagram between Edge Hill and Camden at the end of May and was regularly at work until the end of June ;

our informant queries the passenger-carrying capacity of this machine—to date his highest count of crew and officials aboard for any trip is 14 ! Latest recruits to Willesden depot are five Stanier 2-6-2 tanks, Nos. 40085, 40122/5/9, 40208, the first of this type to be allocated to the London area for some years. On June 1 the up " Comet " arrived in London double-headed by " Royal Scot " No. 46122 and Pacific No. 46235, but an odder if less puissant combination was noted on June 7, when the 4.10 p.m. Liverpool–Euston had Class " 4 " 2-6-0 No. 43072 ahead of its grimy " Jubilee "—and passed Watford at 9.10, half an hour *behind* the 5.25 from Lime Street. The latter, the " Red Rose," was amply powered in mid-June ; double headed by " Patriot " No. 45516 and Pacific No. 46257 on June 13, it had a " 5 " 4-6-0 and Pacific No. 46257 next day and an unidentified " Jubilee " and " Duchess " on June 16. On June 26, however, the up " Merseyside " was reduced to a brace of Class " 5 " 4-6-0s when it passed Watford at 3.5 p.m., some 1½ hours late. On June 26 Pacific No. 46229 was a possibly unprecedented sight at Macclesfield on the down " Comet," thus honoured because Princess Margaret was occupying one of two W.R. saloons included in the train. She returned on the 4.5 p.m. Manchester (London Road)-Euston, again behind a Pacific. Referring to last month's notes on the Whit-Monday failure of a " B1 " at Leicester on the 6.50 a.m. Cleethorpe-Birmingham, a traveller on the Leicester-Longsight excursion that day writes that this engine, No. 61168 (40B), did *not* take his train as far as Nuneaton only, but right through to Longsight and back—and in very sprightly fashion.

More 2-10-0s on the way

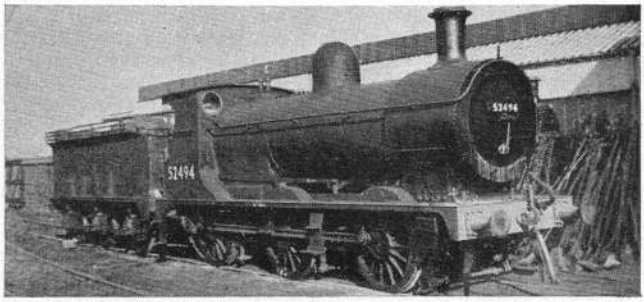
At Crewe works in mid-June frames for new 2-10-0s were laid up to No. 92109 ; the earlier Nos. 92064-6 had recently been equipped with dual air pumps for working the Consett-Tyne Dock ore trains, and No. 92065, thus modified, travelled eastward through Huddersfield on June 13. On May 26 No. 92084, newly outshopped from Crewe, was seen on a track-laying train between Rhyl and Llandudno Junction the farthest up the North Wales Coast a 2-10-0 has so far been recorded. Possibly a failure on an excursion from the Eastern Region, " B1 " No. 61265 (39A) was on Carnforth shed on June 2 ; it was still in the area on June 12, when it was seen shunting in the goods yard. Sister engine No. 61367 travelled the West Coast main line from Crewe to Preston on June 30 with a Nottingham (Victoria)-Blackpool excursion.

[For L.M. information we are indebted to Messrs. W. J. Probert, J. R. Shelford, D. E. Field, I. W. Buckley, P. Thorpe, R. J. Ellison, P. B. Harrison, " Pomfretian," M. Newman, J. D. Gomersall, R. T. Johnson, J. F. Whitehead, P. J. Hobart, J. N. Wiseman, A. S. Woodcock, L. J. Jennings, G. E. Trinick, R. W. Kimber, D. Pepperell, J. Powell, J. Driver, A. R. Maclachlan, A. Simister, D. Hawkins, C. B. Brown, A. Swaine, J. Thornley, P. Greatrex, J. N. Wiseman, R. P. Griffin and N. R. Harding.]

EASTERN REGION

G.N. Section

On June 24 a public excursion was run from Hertford North to Brighton by way of the spur from Bowes Park to Palace Gates, Seven Sisters, Liverpool Street (reverse), the East London line to New Cross Gate and thence the main line to Brighton, instead of what has hitherto been the customary route via Canonbury and the West London line to Clapham Junction. This new practice is a possible explanation for the observation of an " L1 " 2-6-4 tank at New Cross Gate on June 9 (see S.R. notes). Hornsey shed has acquired the unique Southern-built 500 h.p. diesel shunter No. 11001. The recent report on the derailment of " W1 " 4-6-4 No. 60700 at Peterborough last September discloses that this engine has now lost its distinction as the steam passenger locomotive with the highest tractive effort in Britain ; earlier in 1955 its cylinder diameter was lined up from 20 to 19 in., so that it is now in the same category as a Peppercorn " A1." An unusual visitor to Leeds Central station on June 16 was " B16 " No. 61476 (50A), which worked an additional train at 11 a.m. to Doncaster, returning at 5.40 p.m.



★ Recently withdrawn was No. 52494, the last Furness Railway 0-6-0 in Furness condition. Four others remain, but they have been rebuilt with ex-L. & Y. boilers.
[*T. K. Widd*

Diesel railcars have begun operating on Saturdays between Grantham and Doncaster and Grantham and Peterborough, providing connecting services to and from Newark and Retford and stations between Grantham and Peterborough. Two units are used and the first departs from Grantham for Doncaster at 8.0 a.m., 12.8 and 4.15 p.m., returning at 10.12 a.m., 1.30 and 6.30 p.m., while the second leaves Grantham for Peterborough at 2.32 and 6.22 p.m. and returns at 4.23 and 7.52 p.m.

G.E. Section

Stanier " 5 " 4-6-0 No. 44831 (2A) was on Stratford shed on June 12. The former Southend Victoria pilot, Tilbury 4-4-2 tank No. 41936, has arrived at Colchester to join No. 41949, which has recently returned from an overhaul and repainting at Derby works. Cambridge " E4 " 2-4-0s are rarely seen at Colchester these days, their place on the cross-country branch trains having been taken by " J15 " 0-6-0s.

[For E.R. information we are indebted to Messrs. S. Fox, N. Caplan, R. F. Bell, R. A. King, G. Lammie, P. G. Martin, G. Tweedie, S. Hill, P. Scott M. Hawes, D. J. Maidment, T. M. Hotten and D. M. Lear.]

NORTH-EASTERN REGION

East Yorkshire news

Botanic Gardens shed, Hull, has exchanged its seven " L1 " 2-6-4 tanks for six " V3s " and a " V1 " 2-6-2 tank from Middlesbrough. Amongst other things this has meant the ousting of the " G5 " 0-4-4 tanks from their last regular passenger jobs in the Hull area, the Sunday trains to Beverley and Brough, which are now handled by the 2-6-2 tanks. For the first time since the 1951 summer, a couple of " D20s," Nos. 62372/97, are allocated to Bridlington. One works the 7.10 a.m. to Hull and the 12.30 p.m. back, the other the 7.35 a.m. to Selby and the 9.20 a.m. back. The summer service has also seen the regular use of one of two " D20s " transferred to Botanic Gardens, usually No. 62381, in place of a 2-6-2 tank or " D49 " on the 5.7 p.m. Leeds–Bridlington and the 8.20 p.m. Bridlington–Hull. All the "D20s," reports our informant, are in a very bad state and look as if they will do well to survive the summer. The first " Jubilee " seen at Driffield this summer was No. 45729 (68A), piloted by 2-6-0 No. 43052 (50C) on a 14-coach load on May 27 ; the same day another coast-bound train had the unusual combination of " B16 " 4-6-0 No. 61433 (50B) as pilot to " Crab " 2-6-0 No. 42762 (20E). Once again a York " V2 " is working the Saturday 8.55 a.m. Filey Holiday Camp–Newcastle and last summer's use of a Barnsley " J11 " 0-6-0 on the Saturday 9.55 a.m. Manchester (London Road)–Scarborough is being repeated. On June 24 the regular Liverpool (Lime Street)–Leeds–Hull excursion was hauled by " Jubilee " No. 45583 (12A). Due to engineering works between Hessle Road and Argyle Street Junctions, the train had to travel on the inward journey via Cottingham South Junction, where reversal was required and 2-6-0 No. 77010 was attached to the rear. Hull's two ex-L.M.S. 2-6-2 tanks, Nos. 40045/59, have been transferred to Neville Hill, Leeds.

Changeover in the Pennines

There has been a switch of motive power on the Darlington-Kirkby Stephen line ; the Ivatt " 4MT " 2-6-0s, three from Kirkby Stephen and four from West Auckland, have been replaced by standard " 4MT " 2-6-0s. Another Mogul change is the transfer of ten " K1s " to York shed ; on June 23 No. 62061 was at Liverpool on a freight job to Walton. Visitors to Whitley Bay have been "Jubilees" Nos. 45685 (22A) and 45719 (24E) with excursions from Wath and Normanton respectively on June 3, " 5 " No. 44857 (20A) and 2-6-0 No. 42770 (20G) with excursions from Keighley on June 14 and 22 respectively. " O4 " 2-8-0 No. 63891 was at Heaton on June 11 and on June 30 " J11 " No. 64348 (36A) worked a down freight into Heaton owing to a motive power shortage at York. No. 80117 (50G), heading the 7 a.m. from Middlesbrough and the 1.15 p.m. back on June 4, was the first standard tank seen in Newcastle.

[For N.E.R. information we are indebted to Messrs. L. A. Pickering, J. Mitton, A. D. Breckin, W. Guaseman, T. E. Smith and J. Burrow.]

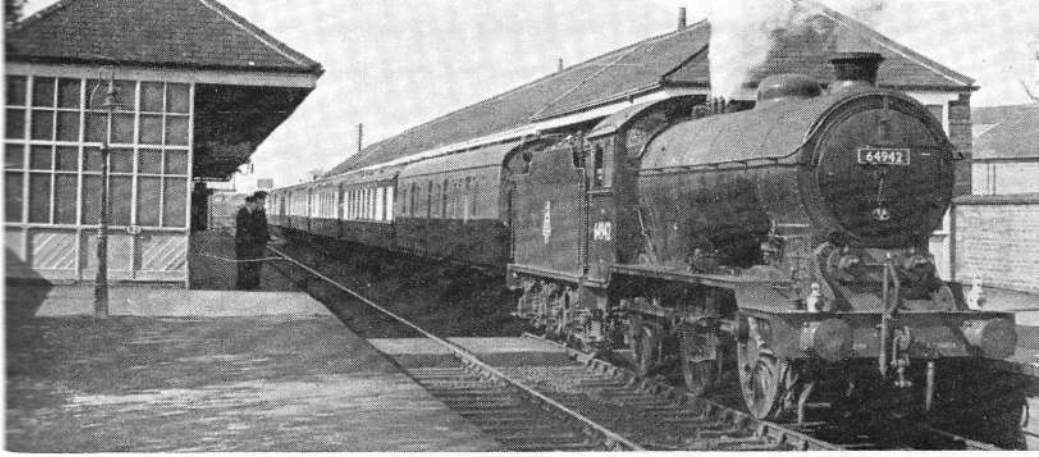
WESTERN REGION

" King " at Ruabon

A rare event on June 9 was the journey by a " King " from Wolverhampton through to Ruabon. No. 6009 was on the summer Saturday 9 a.m. Paddington–Pwllheli and was due to be replaced, as is customary, at Wolverhampton, but both Stafford Road and Shrewsbury sheds were so short of motive power that the " King " had to travel as far as Ruabon. On the same day Penzance " County " No. 1018 appeared at Shrewsbury on the 7.50 a.m. Newquay–Manchester (London Road), returning on the 10.55 a.m. from Shrewsbury to Plymouth the following Monday.

More green W.R. classes

The original " Halls," " Manors " and "Granges" are now being added to the range of green-liveried types, and Nos. 4918/81, 7828 and 6855 are respectively the first of each class noted in their new livery. In mid-June a lately withdrawn Dean 0-6-0, No. 2516, had gone into store at Swindon (we believe it is destined for preservation). The latest



★ After "A2" Pacific No. 60524 *Herringbone* had failed at Ripon with leaking tubes on May 10, 1956, "J39" 0-6-0 No. 64942, the Ripon pilot, took charge of the up "Queen of Scots." Another "J39" was added as an assistant before the train left Ripon. [*J. W. Hague*

double-chimney "King" is No. 6022, bringing the total of modified engines to seven, with the addition of "Castle" No. 7018, which has been putting up some fine performances on the "Bristolian", registering a six-minute early arrival at Paddington on at least one occasion. No. 7018 began the good work as soon as she was released from Swindon to Bath Road shed in her new guise; from June 13-15 she was on the two-hour 11.45 a.m. Bristol–Paddington, returning on the 5 p.m. from London, and with the former she notched up successive early arrivals of 5, 9 and 8 minutes at the terminus. As to other W.R. locomotive modifications, there is a report that the "93XX" Class 2-6-0s are to be lightened at the front end and renumbered 7322-41. On June 18 the first of the Swindon-built three-car diesel units for the Scottish Region was undergoing trials on the Malmesbury branch.

The London area

On June 8 the up "Cornish Riviera" appeared at Paddington behind "Grange" No. 6822 (82D), and next day Nos. 4099 and 5972 of Penzance were in town. An excursion from Stourbridge produced "Manor" No. 7813 (83A) on June 16, and four days later the notable combination of "King" No. 6028 and "Britannia" No. 70024 was turned out for the 6.30 p.m. Paddington–Bristol. On June 15 "B1" 4-6-0 No. 61185 (38C) worked through to Windsor with a schools excursion from Barnsley and Penistone. After the train had been offloaded, the "B1" took it to Bourne End for stabling and then repaired to Slough until it was required to pick up

★ An unusual combination of power on the up "Night Ferry"—"Schools" 4-4-0 No. 30927 *Clifton* and Pacific No. 34103 *Calstock*. The train is passing Stonehall and Lydden signalbox soon after leaving Dover on April 28, 1956. [*R. A. King*

the stock at Bourne End for the return journey. Sister engine No. 61369 (38C) was seen running light past Waltham Siding, *west* of Maidenhead, on June 25. Our correspondent reminds us that engines as large as " Counties " and " Castles " may be seen on the Bourne End branch on the 7.36 a.m. Paddington–Oxford via Maidenhead and Thame, though the first week of June produced a " Hall " every day. " Castle " No. 5031 appeared on the branch on the evening of June 5 at the head of a schools excursion returning to St. Helen's and Earlestown, which it was to haul as far as Wolverhampton.

The West of England

At the end of June three " Kings " were stopped on Taunton shed, Nos. 6003/25 with their leading driving axle down and No. 6004 with its centre axle down. Our Taunton correspondent writes that the first month of the summer service was characterised by varying punctuality standards, so far as observations at his centre were concerned. After a good first day, performance of the down " Cornish Riviera Express " lapsed, but the up train, despite a Mondays-Fridays load of 11 against the down train's 9, has been consistently on time or early. The two extra chocolate-and-cream coaches for the up " C.R.E." go down each day on the 11.30 a.m. Paddington-Plymouth. On June 23 " County " No. 1017 (84G) was an unusual choice for the 2.45 p.m. Paignton–Paddington. Doing banking duty up Dainton from the Aller Junction end on June 11 was 0-6-2 tank No. 6601 (82B).

Cotswold cuttings

An unexpected sight at Gloucester on June 7 was Southern " U " 2-6-0 No. 31629 (71A), which was observed on the loop line there ; presumably it had worked an M.S.W.J. train to Cheltenham, but what had caused its trip thereafter to Gloucester is not known. On June 15 Ebbw Junction 2-10-0 No. 92002 headed a South Wales-Woodford Halse freight through Gloucester. Worcester's recently acquired standard Class " 3 " 2-6-2 tanks are now to be seen on the Midland's main line ; Nos. 82030/8 have been noted on the 7.50 a.m. Worcester (Shrub Hill)–Gloucester local. Standard Class " 2 " 2-6-0 No. 78008 from the same shed was working the Cheltenham-Kingham line frequently from June 8. On June 9 pannier tank No. 5403 (82D) was employed on the Yatton-Clevedon branch in place of the usual Bath Road 0-4-2 tank.

[For W.R. information we are indebted to Messrs. V. Dunn, R. C. Griffiths, J. B. Harrison, D. J. Malcolmson, I. Clarke, C. W. Portch, A. P. Clark, R. G. C. Stephenson, A. Keast, J. M. Craig, N. J. Aston-Smith, J. C. Brown, H. Old, I. A. Mackay, J. Lloyd-Rogers, and R. Bellingham.]

SOUTHERN REGION

" Castle " at Bournemouth

On June 9 " Castle " 4-6-0 No. 5081 arrived at Bournemouth with an excursion from Great Malvern via Reading and Basingstoke. This seems to have been another case of an unwelcome Western visitor on the S.R., for the " Castle " did not head the return working, which left for Reading behind an S.R. engine, but followed it light with injunctions to observe 20 m.p.h. speed restrictions in places. Our correspondent believes that the S.R. has hitherto banned " Castles " south of Eastleigh. Newcomers to Eastleigh shed are the ex-P.D. & S.W.J. 0-6-2 tanks, Nos. 30757/8, which are evidently to eke out their remaining existence as works shunters. In the latest list of Southern reallocations, Eastleigh is left with only two " 4MT " 4-6-0s, Nos. 75073/4 ; Nos. 75075-9 have been given to Basingstoke, and Nos. 75070-2 to Bath (Green Park). No. 75072, not yet fitted with tablet exchange apparatus, was noted on the 3.35 p.m. Bournemouth–Bath on June 16, when Bournemouth turned out Pacific No. 34108 to head the northbound " Pines Express " and the 7.50 a.m. Bradford–Bournemouth. Our correspondent observes that the Mendips that day were re-echoing to the varying notes of Swindon and Derby whistles, standard chimes (on the standard " 5s "), Stanier and Bulleid hooters. On June 21 standard " 5 " No. 73014 arrived at Portsmouth with an excursion from Cardiff.

No. 35020 on test

Trials of rebuilt " Merchant Navy " No. 35020 with the W.R. dynamometer car began between Exeter and Salisbury on June 11. Until June 22 the tests were conducted with loads of empty coaches varying from 12 to 16 bogies by the end of the first week, and making two return trips between Exeter and Salisbury between 8.40 a.m. and 5.30 p.m. On June 25 and 27, however, No. 35020 took the dynamometer car on to the up " Atlantic Coast Express " from Exeter ; No. 35020 had made at least one earlier trip on the up " A.C.E." on May 29, before the trials began, when it was observed that the side-sheets of its tender were extended upwards, unlike those of the earlier rebuilds, possibly for the later trials. Reports are that whatever their running capabilities by comparison with the original design, the rebuilds are markedly superior in fuel economy. Nine Elms standard " 5 " 4-6-0s are in regular use on week-end expresses to Exeter, one turn being the Saturday 8.5 a.m. from Waterloo, powered by No. 73118 on June 16 and No. 73114 the following Saturday, when " N15 " No. 30771 (70D) was

turned out for the 10.58 a.m. Exeter–Waterloo. New arrivals at Exmouth Junction shed are two " U " 2-6-0s from Eastleigh, Nos. 31635 and 31804 ; also noted there on June 13 was " B4 " 0-4-0 tank No. 30094 from Plymouth. On June 23 " Q1 " 0-6-0 No. 33023 (71A) headed the 9.20 a.m. Swansea–Bournemouth forward from Salisbury.

London area, Western Section

Basingstoke's new standard " 4MT " 4-6-0s (see above) are now regular travellers to Waterloo (and on the Reading line) on what were " N15 " jobs. This has strengthened the " standard " atmosphere in the London area for, apart from Nine Elms " 5 " 4-6-0s, Eastleigh " 4 " 2-6-0s regularly work up on parcels trains from Southampton to Kensington (Olympia) ; they have also been used on the Saturday 10.30 a.m. Lymington Pier–Waterloo, and it may have been after a job on this train that No. 76026 was seen returning westward with an 11-coach Waterloo–Bournemouth route express on the afternoon of June 16. The previous Saturday Plymouth " West Country " No. 34038 brought the 10.15 a.m. from Exeter into Waterloo and " Merchant Navy " No. 35026 (73A), newly overhauled at Eastleigh, was employed on Waterloo–Bournemouth services. On Saturday, June 23, " Q1 " 0-6-0 No. 33017 was most unusually employed on an empty stock working into Waterloo ; the previous day standard 2-6-4 tank No. 80137 was seen running light out of Waterloo through Queen's Road. The " Bournemouth Belle " is now Bournemouth duty 385 from Mondays to Fridays ; the engine comes up on the 7.7 a.m. from Bournemouth West, works the " Belle " in both directions, then returns home on the 9.30 p.m. from Waterloo—a tough daily roster of 438 miles. The Sunday " Belle " is worked in both directions by the Salisbury engine that arrives in London on the Saturday 12 noon from Ilfracombe.

Noted at Wimbledon on June 7 was green-liveried Co-Co electric locomotive No. 20003. " Schools " are also to be green ; first to be repainted may be Nos. 30907/8.

Eastern Section

Gravesend had possibly its first view of a standard Class " 4 " 4-6-0 on June 6 when No. 75065 of Dover headed the 7 a.m. Cannon Street–Ramsgate via the North Kent line. On June 25 and 26 one of these engines was seen on the 7.20 a.m. refreshment car express from Ramsgate to Cannon Street, which is non-stop from Whitstable. Another of the morning business trains non-stop from Whitstable, the 8.25 a.m. Ramsgate–Victoria, is now dealt with by a " U1 " 2-6-0. Ramsgate shed has exchanged its four L.M.-type 2-6-4 tanks for Class " 2 " 2-6-2 tanks, and " L " 4-4-0s Nos. 31776-8 have been transferred from Ashford to Brighton. On June 9 an unidentified E.R. Class " L1 " 2-6-4 tank coupled to a set of B.R. standard suburban stock was seen on the Deptford Wharf-New Cross Gate line. From the end of June to August 26 a Rugby " 5 " 4-6-0 and men are working a Sunday excursion through to Margate, arriving at 2 p.m. and returning at 6.55 p.m.

On June 17 a guaranteed excursion from Peterborough to Hove was double-headed from Canonbury via Mitcham Junction and Steyning by " U1 " 2-6-0 No. 31904 and Pacific No. 34047.

[For S.R. information we are indebted to Messrs R. Bullock, L. Perry, P. K. Tunks, C. F. Mew, G.S., J. Finlay, T. Handorff, J. C. Salter, C. Manning M. Hedges, C. M. Napper, D. J. Maidment, K. G. Whitmee, R. S. Cole, J. C. Love, S. J. Cormack, G. C. Bright, P. S. Hooper, R. Ratcliffe, P. Cotton, S. C. Love and C. Hogg.)

SCOTTISH REGION

Pacific on the West Highland

History was made on the West Highland line recently when a Pacific visited Fort William for the first time. On June 16 a rally of the Clan Cameron was held at Achnacarry Castle, ancestral home of the Cameron of Lochiel (the present chief of the clan is a part-time member of the B.T.C., by the way), and for the special train run from Glasgow (Queen Street) to Spean Bridge for the occasion " Clan " Pacific No. 72001 was appropriately provided. The booking of the train stipulated also that driver, fireman and guard should all be Camerons—and it was so. To make doubly sure, " K4 " 2-6-0 No. 61995 *Cameron of Lochiel* was run down the West Highland ahead of the special on a freight, and was overtaken by No. 72001 at Crianlarich, where the 2-6-0 was ready in the event of a failure (incidentally, photographs show that No. 61995 now has elbow-shaped outside steampipes). The Pacific worked its train empty from Spean Bridge to Fort William, where it was turned and serviced for the return journey the same day. No. 72001 was noted at Fort William on June 9, and was working the West Highland line throughout that week ; it is believed to have made a preliminary trip with the 3.46 p.m. Glasgow-Fort William on May 10. Fort William crews reported the " Clan " to be a rough rider and too long in the wheelbase for the West Highland's curves.

" V2s " at Ayr

After an interval of three years or so, " V2 " 2-6-2s are again working through

to Ayr with excursions ; on June 16 No. 60959 (64B) appeared, to be followed on June 20 by Nos. 60836 and 60965 (64A). Several " B1s " from Glasgow and Edinburgh sheds have also travelled to Ayr. Another rarity observed here on June 21 was rebuilt " Patriot " No. 45538 (8A), heading a fitted freight from Glasgow to Carlisle. Newton Heath 4-6-0s are now regularly working the 8.17 a.m. Ayr-Glasgow, which was formerly a Polmadie turn ; on June 16 No. 45701 from the same shed also headed the 12.0 noon Glasgow (St. Enoch)–Ayr, a train powered by No. 45666 (12A) on June 9. In the early part of the " Starlight Special " season, when traffic was comparatively light, combined trains to and from Glasgow and Edinburgh were run, using the Haymarket–Marylebone route between Edinburgh and London, and as a result ex-L.N.E. Pacifics from Haymarket shed, manned by Eastfield crews, worked these trains into and out of St. Enoch station on more than one occasion. On June 14 " V2 " No. 60834 arrived at Carstairs with an empty van special from the north. Noted at Dawsholm on June 17 were Eastfield " D11 " 4-4-0s Nos. 62676/84, which were believed to have worked an excursion to Portobello and back the previous day.

Aberdeen District

To meet a temporary shortage of work at Inverurie, " 2P " 4-4-0s Nos. 40595 and 40627 (67A) were switched there from Cowlairs for repair at the beginning of June ; other " foreign " types dealt with at Inverurie for the same reason were " 4F " 0-6-0 No. 44318 (63C) and ex-Caledonian 4-4-0 No. 54471 (60E), which is normally in the care of St. Rollox, and which was still in Inverurie works in mid-June. There is a belief in the area that Stanier " 5 " 4-6-0s may shortly receive attention at Inverurie. The works has recently received boilers from the scrapped " D10 " 4-4-0s Nos. 62656/8/9 and " L3 " 2-6-4 tank No. 69050, which suggests that the Scottish " D11s " have a reasonable expectation of life. After working the 12.15 p.m. ex-Glasgow into Aberdeen on June 23, Pacific No. 46201 most unusually returned to Perth on the 9 p.m. freight for Kilmarnock.

The Border Counties

The transfer of Ivatt " 4MT " 2-6-0s Nos. 43056/71/5 away from the Darlington–Kirkby Stephen line (see N.E. notes) to Blaydon has brought this type back on to the Border Counties line after an absence of nearly a year. Another type to make its début on passenger traffic in the area in June was Class " 2 " 2-6-0 No. 78047 (64G), which headed the 4.32 p.m. Hawick–Newcastle on June 23.

[For Scottish information we are indebted to Messrs. C. R. Scargill, G. J. C. Reid, E. G. Luke, W. Russell, M. Muir, W. Hamilton, D. W. Smith, and K. A. Gray.]

LOCOMOTIVE STOCK CHANGES

" N.Y.A." denotes " not yet allocated " (on official lists received). This list is correct to the following dates : L.M.R.—May 19, 1956 ; E. & N.E.R.—June 16, 1956 ; S.R.—June 15, 1956 ; W.R.—April 21, 1956.

NEW ENGINES

" 9400 " class 0-6-0PT : 3406-N.Y.A. ; **Diesel Mechanical 0-4-0 :** 11508-40B ; **Diesel Mechanical 0-6-0 :** 11141-32A ; 11146-6C ; 11159-35A ; 11160-35A ; **Diesel Electric 0-6-0 :** 13309/10/1/2-34A ; 13245-5B ; 13246/7-16A ; 13248/9-17A ; **Class " 4 " 2-6-4T :** 80137/8-34E ; **Class " 9F " 2-10-0 :** 92081-18A ; 92082/3/4-15A.

ENGINES WITHDRAWN

41, 303/48/62/77, 2138/68, 2516, 3012/29/31/48, 6383, 30569, 32459, 32561, W15, 40326, 40932, 41097, 41838, 41966, 43633, 43875, 43956, 49666, 51323, 51513, 52437/94, 58100, 61727, 65035, 65197, 65708, 67430, 68395, 68559, 69340/59, 69481.

ENGINES REALLOCATED

London Midland Region : 12082-12A ; 13120-1[illegible]A ; 13123-9D ; 40070, 40205-6E ; 41049-22B ; 41079-16A ; 42381-9A ; 41101/87-27A ; 41280-26E ; 41536-17D ; 42419-9E ; 42467-9G ; 42573-2A ; 42575-9G ; 43915-8E ; 44059-9B ; 44689-24E ; 44773-8A ; 44840-9A ; 45046/51-3A ; 45148-5A ; 45301-6J ; 45310-2A ; 45447-14B ; 45602-17A ; 46116/50-6J ; 46420-2D ; 46421-3A ; 46422-10A ; 46423/6/32/3/45-6K ; 46424-1A ; 46459-6A ; 47223-18A ; 47672-9E ; 48010-15C ; 48106-6C ; 48112/76-18B ; 48142-18A ; 48178-18D ; 48479-9D ; 48673-18A ; 58215-15D ; 58305-15C ; 65187-9F ; 75034-24A ; 75049-6A ; 78032/3/4/5/9-8D ; 84010/1-24B ; 92045/6-6F ; 92079-21C.

Eastern Region : 11001-34B ; 11138-30F ; 43063-38E ; 60054/5/66, 60820/77-34A ; 61008-38C ; 61009/50/1-41A ; 61802-40A ; 61812/29-32A 64205/68-37A ; 64801-37C ; 67227-30E ; 67748 34A ; 68638-34D ; 69612/5-34B ; 69690-32C.

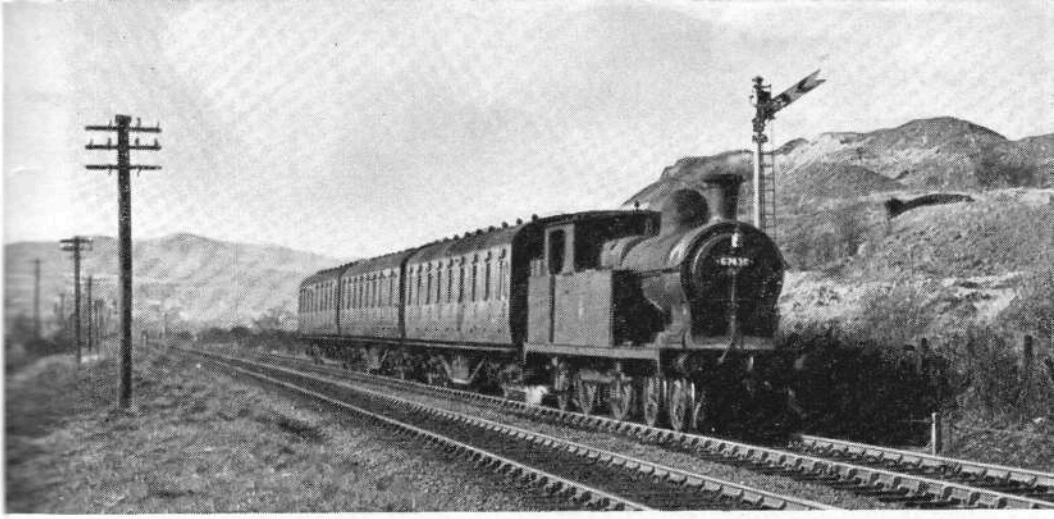
North Eastern Region : 13241/2/3/4-52E ; 40045/59-50B ; 43055/75, 43101-52A ; 43056/7/71-52C ; 43122-53A ; 43125-50C ; 60045-52A ; 60071-51A ; 60901/62/78/9-52B ; 61414/5/47-50B ; 62046/7/8/9/50/6/7/61/2/3-50A ; 62372/97-53D ; 62381/96, 62707-53B ; 62747-50A ; 62755/72-50B ; 62766-53B ; 62771-50A ; 63341/3/4/5/7-51G ; 63346-54C ; 64910/39/40-53A ; 64927-51F ; 65675-87, 65802/76-52B ; 65873/92/3-54A ; 67638/63/77/84/5/6/91-53B ; 67754/5/9/63/4/5/6-51D ; 68182-50C ; 68699-54C ; 68716-52B ; 69858/82-53B ; 69861-50F ; 69887-51A ; 69890-50G ; 69917-54D 76021/4/45/6/9-51F ; 76022/47/8-51H ; 77014-52C ; 90021/47/56, 90200/10-51A ; 90409/24, 90500/17, 90603-51B.

Southern Region : 30028-71A ; 30052/4/6-75A ; 30057/8, 30108-71B ; 30129-72C ; 30183-72A ; 30328-71A ; 30671-72E ; 30749/51/5-70D ; 30757/8-71A ; 30763/70-71A ; 30771/80/1-71B ; 30795-73A ; 30861/2/3-71A ; 30912-74B ; 31263-74A ; 31310/27-75F ; 31521/30-75E ; 31544-75F ; 31635-72A ; 31724/5-73C ; 31776/7/8-75A ; 31804-72A ; 32562-75A ; 32640/6-70F ; 32694-71F ; 34040/1/2-71B ; 35014-70A ; 35015-73A ; 35025-71B ; 41301/4/18/9-74B ; 42068/70/1/5-75A ; 42087, 42104/5-75F ; 75070/1/2-71G ; 75073/4-71A ; 75075/6/7/8/9-70D ; 80015/7/8-75A.

Western Region : 387-88A ; 1428-85B ; 2239/61/75/85/9-89A ; 2258/64/7-89C ; 2809/54-85B ; 3022-82B ; 3404-88B ; 3614-82D ; 3716-86J ; 4232-87D ; 4550-87-H ; 4953-82C ; 5049/72-86C ; 5182-85B ; 5317-84E ; 5636, 5710-88A ; 5759-86G ; 5968-84G ; 5969-81F ; 5990-83G ; 6435-88A ; 6690-85D ; 7251-86A ; 7307/14-87F ; 7755/87-86A ; 8788-87E ; 9459-86C ; 9470-84G ; 9605-82C ; 9632-87G ; 9681-89A ; 41203-82A ; 48430/61-82B ; 49424-84G.

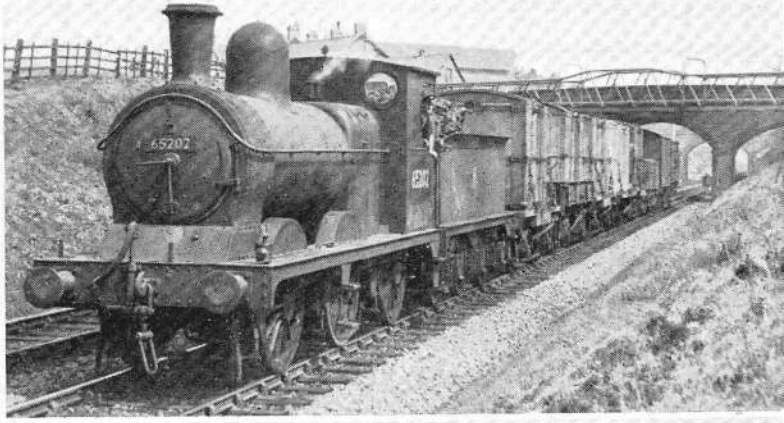
ENGINES RECLASSIFIED

67646/51 from " V1 " to " V3."



★ Class "C13" 4-4-2T No. 67430 approaches Wrexham with the 2.5 p.m. from Chester (Northgate) on April 3, 1956. *[A. C. W. Davies*

GREAT CENTRAL IN THE NORTH-WEST



★ Class "J10" 0-6-0 No. 65202 leaves Cuddington, on the Cheshire Lines, with a freight for Winsford, on April 29, 1954. *[N. Fields*

★ The 12.45 p.m. from Seacombe arrives at Wrexham Central behind Class "N5" 0-6-2T No. 69366 on March 3, 1956. *[N. R. Knight*

LETTERS TO THE EDITOR

Discomfort in Ulster

SIR,—It is nine years since I was in the Six Counties, but I suggest that Mr. Bell is being too charitable to the former N.C.C. coaching department. The third-class carriages were then structurally good, but dreary, and meanly furnished, and the *second class was exactly the same*—save that there may have been a mat ; I mis-remember. Even the vaunted North Atlantic Express was not exemplary.

The Great Northern, on the other hand, for all its very mixed rolling stock, exemplified a railway doing its very best with the resources at its command, which were not very rich. All railways in Northern Ireland have had, and are having, a mean deal, even a vindictive one. There is a strong cadre of siderodromophobes, patho-logical rail-abolitionists, in the Province of Ulster, and when at the same time you get those parties who regard railways in general as dangerously international, and the G.N.R. in particular as some sort of a Republican plot, there are natural consequences.

Brighton. C. HAMILTON ELLIS.

Second Class

SIR.—Mr. Hamilton Ellis, in his interesting article on second class in the June issue, omits to mention that the idea of having two classes only, designated 1st and 2nd, is by no means as new in this country as one might be led to suppose. It was in fact introduced many years ago on those tiny independent concerns, the North Sunder-land and the Easingwold Railways, both of which are now unfortunately defunct. The coaches on each of these lines had compartments labelled " 1 " and " 2 " only, whilst I have in my possession some through tickets of the former railway to Newcastle, Alnwick and other places, issued during the 1930s, which bear the inscription, " 2nd class N.S.R., 3rd class L.N.E.R."

Mention might also be made of that unfortunate concern, the Bishops Castle, whose passenger coach (I believe there was only one during the final period of its unconscionably slow demise) consisted of two classes only, but designated " 2 " and " 3 ". It was still possible, however, at that time to buy tickets of four classes, respect-ively 1st, 2nd, 3rd and Parliamentary, notwithstanding that there was only provision for two of these on the train.

Berkhamsted. H. C. CASSERLEY.

W.M. & C.Q.R. 0-8-0 Saddle Tank

SIR,—I was extremely interested in the article in your June issue dealing with the G.C. eight-coupled tanks. With reference to the W.M. & C.Q. 0-8-0 saddle tank, I have a note in connection with a South Staffordshire Railway list, to the effect that locomotive No. 12 *Pelsall*, an 0-6-0 of Robert Stephenson, built 1851, became L.N.W. Southern Division No. 309, later L.N.W. No. 909 (in 1862). It was con-verted to a tank in 1865, became L.N.W. No. 1188 in February, 1867, and finally No. 1806 in January, 1872. It was sold to the W.M. & C.Q.R. in 1874 and was withdrawn as G.C. No. 400B in 1923. It seems very likely that this locomotive and the 0-8-0 saddletank are one and the same, thus giving it a very interesting career. Incidentally I would welcome any articles on the W.M. & C.Q.R., as this line seems shrouded in mystery.

Finally, with regard to Mr. H. N. James' remarks on the S. & D.J.R. 2-8-0s, it seems unlikely that Nos. 9676/80 appeared on the Midland in the late 1920s as the S. & D.J.R. stock was not taken over by the L.M.S. until 1930.

Leicester. D. C. H. HULL.

The Queensbury Triangle

SIR,—I would like to express my thanks and admiration for the excellent article on " The Queensbury Triangle " in the June issue. Page 280, however, contains two small and relatively unimportant errors. The third side of the St. Dunstan's triangle did once carry a regular Sunday only passenger train from Leeds to Halifax ; I am sorry I cannot give the date, for it was a long time ago, but I have watched it go through. Also, Manchester Road station was closed long before 1926 ; the official date of closure was December 31st, 1915. Some correspondence about this station took place in the *Bradford Telegraph & Argus* in November, 1954, and this included a letter from a Mr. Harry Field who corroborated this date. Mr. Field was a porter at Manchester Road and was transferred to Laisterdyke on the closure.

My own memories of this line go back to 1895, when I was a schoolboy ; they include Stirling's 0-4-4 tank engines, and some of the older 0-4-2 tanks that seemed to demand specially thin drivers—footplate space was painfully restricted ; also the " skyscraper " signals—there was one at each end of Horton Park Station, each with arms for both directions.

Bradford. HAROLD SMITH.

SIR,—To bring matters up to date the use of the Bradford–Keighley section for excursion traffic has not been continued in 1956. Normal passenger services ceased on

May 23, 1955, and now all traffic has been terminated since May 28, 1956. The reason is the cost of maintaining the ¾-mile Lees Moor tunnel, which is extremely wet. Coal traffic now reaches Ingrow (East) from Bradford (G.N.) via the single line through Idle to Shipley. It then proceeds via the Midland's Leeds-Carlisle main line to Keighley, where the entire train is reversed through the Worth Valley line platforms and via the single line connection at G.N. Junction box on to the ex-G.N. line proper. The yard and sidings at Ingrow (East) are to be retained, but the track on the Cullingworth side will presumably be lifted. The track is, of course, bull-head rail, a short section of the 1 in 50 above Ingrow being on concrete sleepers. The last train seen was a haul of empties for Bradford behind " J50 " No. 68942. With regard to the reversal at Keighley, it is not unusual to see a coal train for the G.N. line proceeding up the valley brake-van first ; likewise the Worth Valley push-and-pull comes down " guards end-first ".

Keighley. E. W. BOOTH.

Fireless locomotives

SIR,—Goodness knows how old is the fireless locomotive idea, for it was a lure to mechanical engineers in the days when smoke emission was taken very seriously indeed.

There was, of course, " Fowler's Ghost," built by Robert Stephenson and tried out in 1861, in anticipation of the Metropolitan opening. It is described and illustrated in Rosling Bennett's *The Chronicles of Boulton's Siding* (Locomotive Publishing Co., Limited, 1927). This was a broad-gauge 2-4-0 tender engine with 5 ft. 6 in. wheels and 15 in. by 24 in. cylinders. It was not indeed fireless, but while working in the tunnels steam was supposed to be generated by a mass of red-hot firebrick placed in what Bennett called " Joseph Beattie's smoke-consuming combustion chamber run to death."

If the heat-accumulating properties of hot water, rather than of firebrick, had been appreciated, the " Ghost " might have done something, for it is a great mass of hot water that enables the now conventional fireless steam locomotive to " go " properly. The oldest application known to me was on the tramways of New Orleans in the eighteen-seventies. Of these, the Crescent City Railroad, early in 1876, ordered eight fireless engines to be built under the patents of Theodore Scheffler, of Paterson, New Jersey. They were 2-2-0s with 4½ in. by 10 in. cylinders and 2 ft. 6 in. driving wheels. The steam accumulator was cylindrical with a drum-shaped dome, and was charged with steam at 220 lb. per sq. in. Pressure dropped to 40 lb. after the engine had hauled a loaded tram about six miles. In practice it was found that loss of pressure at charging amounted to 30 lb., though in a contemporary account this loss was regarded as having occurred during the short run from the charging station to the car terminus.

★ Siesta at Edinburgh (Waverley). [*Eric Treacy*

Most modern development of fireless steam must be credited to Germany, where many of the great firms built such engines. Henschel produced for Rumania a combined locomotive, with a small oil-fired boiler inside the reservoir. In 1916 the same firm supplied eleven 0-10-0 fireless locomotives for a 600 mm. (1 ft. 11⅝ in.) gauge line in Turkey.

Brighton. C. HAMILTON ELLIS.

The Summer Timetables

SIR,—There are one or two accelerations and improvements in the S.R. summer timetable perhaps overlooked by my old friend, Mr. Cecil J. Allen, during his preliminary perusal. A new Monday-Friday 8.20 a.m., 2 hr. 6 min. Waterloo–Bournemouth express is only allowed 86 min. to Southampton ; I believe this is the quickest ever start-to-stop schedule regularly operated from London to the Hampshire port. The first down " Man of Kent," 1.15, is faster to Ashford, being due 2.21 instead of 2.24 p.m., and again is thought to provide the fastest-ever Waterloo (Eastern)–Ashford start-to-stop booking. Working departure times from Waterloo (Eastern) station for fast steam trains are later than advertised.

The 8.33 a.m. semi-fast, Hastings–Eastbourne–Victoria, has been running in similar form for a long while, but the Sunday 9.4 p.m. fast up is new.

Hastings. R. A. H. WEIGHT.

SIR,—Although the 5.45 p.m. electric may leave London Bridge as a 12-car train, it will not arrive at Eastbourne as such, for it will divide at Haywards Heath. The front part only will serve Eastbourne, Hastings, etc. ; the rear part is booked to serve Burgess Hill, Preston Park and Brighton. No mention is made of this in your paragraph in the June issue.

Wallington. A. L. BASFORD.

SIR,—The two trains named " Man of Kent " have been running thus titled on the Eastern Section of the S.R. for the last nine months, and have so been advertised on station noticeboards on the Eastern Section at least. It is, however, interesting to note that only the 9.40 a.m. Margate up and the 4.15 p.m. Charing Cross down have so far borne " The Man of Kent " engine headboards. These trains were, of course, the original named trains.

I think the reason why the 1.15 p.m. ex-Charing Cross and the 12.40 p.m. ex-Margate have also been named is that the former is made up of the stock of the 9.40 a.m. from Margate and the latter stock forms the 4.15 p.m. down. The staff at Charing Cross therefore are spared the task of removing coach nameboards off one train and placing them on another. This was, I should imagine, a most difficult task when the new standard B.R. coaches were introduced in these trains a year ago —especially as both use platform 6 at Charing Cross, which is against one wall of the station.

There was also the time factor, for although the 12.40 p.m. Margate is due in at 3.46 p.m., it is frequently 10 minutes or more late. It is, I feel, a great pity the Southern cannot run this much-advertised named train to better time. During the past 18 months I have travelled on it (1.46 p.m. ex-Dover Priory) on at least 30 occasions, and only twice have I recorded an on-time arrival at Charing Cross.

Dover. A. W. HOPPER.

SIR,—With reference to your " News and Views " in the June issue of your excellent publication, the new summer 7.30 p.m. Paddington to Kingswear on Friday evenings is a revival of the pre-war 7.15 p.m. (FO) from Paddington, which was allowed 145 minutes to Taunton. The fastest start-to-stop schedule between London and Taunton pre-war was 140 minutes. In 1935, the 1.40 a.m. West of England newspaper express was booked to arrive Taunton at 4.0 a.m. In 1939, I observe that it was retimed to leave Paddington at 1.35 a.m. and arrive Taunton at 3.57 a.m., but I regret I am unable to give the initial year of this retiming.

Gerrards Cross. R. D. SPIERS.

The Oldest Working Locomotive

SIR,—I was interested to learn that N.C.B. locomotive No. 27 was still in " Retired service " when photographed on August 25, 1955 (*May issue, page* 203). This engine was built in 1845 and began service in January, 1846 on the York, Newcastle & Berwick Railway (though Newcastle was not then reached even by a temporary bridge until 1848). Its number was 30, and was in a series of nine passenger engines built by Messrs. R. Stephenson & Co. in 1845-46, ranging from Nos. 21 to 31, excluding 27 and 28. No. 30's works number was 491 as stated, but it was first rebuilt as a tank in 1873 and little of the original engine remained in the rebuild as a saddletank. A later rebuild brought it more into uniformity with the saddletanks of the N.E.R. towards the end of last century. It is pleasing to learn that it was still in service last August, for some in the series, notably 25 and 26, were scrapped in 1863 and 1864 respectively, the others being renewed or rebuilt at various dates round about that period.

Hull. J. B. STOCK.

SOCIETY COLUMN

NORFOLK RAILWAY SOCIETY

READERS are invited to take part in a tour of branch lines, closed to passenger traffic, in Norfolk and Suffolk on September 8. The route will be: Norwich Thorpe–Norwich Victoria–Mellis – Eye – Mellis – Tivetshall – Beccles – Haddiscoe – Reedham – Norwich Thorpe, leaving Thorpe at 1.0 p.m. and arriving back in Norwich 6.11 p.m. (approx.). Motive power will be an "E4" 2-4-0 throughout, with, it is hoped, ex-G.E.R. stock. The fare is 15s. (plus 1s. optional, for itinerary), payable to the Society's Fixtures Secretary, Mr. C. Cropley, 42 Pitt Street, Norwich, enclosing stamped addressed envelope.

THE TALYLLYN RLY. PRESERVATION SCY.

THE T.R.P.S. Annual General Meeting will be held at Towyn on Saturday, September 22, when, in addition to members, the Society particularly welcomes non-members on the Talyllyn Railway. To encourage visitors a special train is being run at about 8 a.m. from London, hauled by a Western "Star" 4-6-0 between Paddington and Shrewsbury and a Southern Class "D" 4-4-0 between Shrewsbury and Towyn. At Towyn special trains will be waiting to convey visitors over the Talyllyn Railway, after which the Society will hold its meeting and other diversions will be arranged for non-members. All are then invited to a Social and buffet at 8.30 p.m., and the return train to London will depart at about 11 p.m. The fares will be 50s. from London, 25s. 6d. from Birmingham and 17s. 6d. from Shrewsbury, and applications should be sent to Mr. T. W. Robertson, 23 Portway, Ewell, Surrey. From Mr. R. K. Cope, "Brynglas," Beckmore Road, Pedmore, Stourbridge, Worcs. there are now available: copies of the enlarged and revised *Official Guide* to the Talyllyn Railway [1s. plus postage); working drawings, scale 7 mm./ft., of its locomotives Nos. 1-4 (1s. each, 3s. 6d. the set of four, plus postage); and details of a competition the Talyllyn Railway is holding this year for the best photographs taken on it during the season, in black-and-white or colour, with two-guinea prizes.

THE RAILWAY ENTHUSIASTS' CLUB

THE next Rail Tour in the Club's programme is on Sunday, September 30, when a special train hauled by a Class "D16" locomotive on the main line sections and by a Class "J15" 0-6-0 on the branch lines, will cover the following routes: Liverpool Street (dep. 9.30 a.m. approx.)–Colchester –Bentley–Hadleigh branch (closed)–Snape Goods branch–Beccles to Tivetshall (closed)–Mellis to Eye (closed)–Liverpool Street via Haughley and Cambridge. Non-members will be welcome, accommodation permitting. Recent activities have included visits to the three signalboxes at St. Pancras station (where the small tunnel box attracted most interest); visits to Southern Region boxes at Basingstoke and Ascot; and a week's tour of mineral lines in Cornwall (an event which interested the local railwaymen almost as much as it appealed to the members). A second week's visit is to be paid in August. Other forthcoming fixtures include: a study tour of the Somerset & Dorset line on a summer Saturday; a tour of the Bowaster narrow gauge railway system at Sittingbourne, Kent (September 7); a visit to industrial lines in the Banbury and Oxford area (September 15); and a visit to Lillie Bridge works of London Transport. The Club's headquarters at Farnborough are being improved and renovated in preparation for the coming indoor season, and a considerable increase has been made in the size of the reference library. Further details of the East Anglian tour, the other future events and of membership are available from the Hon. Secretary, H. Davies, "Lynmouth," Sycamore Road, Farnborough, Hants.

THE RAILWAY CLUB

AT their meeting on June 1, members of the Railway Club heard a paper by Mr. C. F. Wells on "The Railways of the Isle of Wight." Mr. Wells began by discussing the physical features of the island and explained how they had influenced the choice of routes for the railways. He described the many improvements effected during the later 1920's, after the Southern Railway had assumed control in 1923. Mr. Wells dealt in detail with the present working arrangements, locomotives, rolling stock and signalling, and described conditions on the abandoned branches. He also discussed the structure of the timetables and their integration with the services on the mainland, notably via Ryde and Portsmouth. In conclusion, Mr. Wells displayed, by means of the episcope, station diagrams and a series of well-chosen photographs.

THE STEPHENSON LOCOMOTIVE SOCIETY (N.W. AREA) AND MANCHESTER LOCOMOTIVE SOCIETY

THE "Tees–Tyne" Rail Tour will be another tour under the arrangements of the Stephenson Locomotive Society's North Western Area and the Manchester Locomotive Society. The special train will start from Manchester at about 9.30 a.m. on Sunday, September 2, running to Darlington behind a "Britannia" 4-6-2 via the Micklehurst line, Huddersfield (10.19 a.m. approximately), Spen Valley line, Leeds City (11.10 a.m.) and York [11.55 a.m.]. From Darlington a Class "B16/1" 4-6-0 will work the train on a round tour of some 150 miles embracing in turn the S. & D. Railway route to Shildon, the triangular layout at Bishop Auckland, the little-used line through Byers Green and Spennymoor, Ferryhill, Sedgefield, Norton Junctions, East Hartlepool, Castle Eden and Wellfield and West Hartlepool to gain the one-time "Coast" route north from Norton Junctions by Wynyard, Wellfield, Haswell and Ryhope to Sunderland. After the circuit of the High Level and King Edward Bridges at Newcastle-on-Tyne the special will return south by the "Old Main Line" through Washington, Leamside, Sherburn Colliery and Shincliffe to rejoin the present main line at Tursdale Junction and then run on a smart timing to Darlington (7.2 p.m.). The return trip with the "Britannia" from Darlington to Manchester will make the same calls as the outward and an arrival at about 10.35 p.m. Stops will be made at East Hartlepool, Wellfield, Wynyard and Sherburn Colliery stations on the "closed" lines to be traversed in Durham; a great part of the mileage in that county will be over routes not carrying regular passenger services. The cost will be: from Manchester, 30s.; from Huddersfield, 27s. 6d.; from Leeds, 25s. 6d.; from York, 24s.; and from Darlington, 17s. 6d. Interested readers are invited to book from Mr. G. Harrop, Hon. Treasurer to the Societies, at 29 Ludlow Road, Offerton, Stockport, Cheshire, making payment to "SLS/MLS" crossed "Rail Tours Account" and sending a strong foolscap envelope for tickets, detailed itinerary and meal arrangements.

STEPHENSON LOCOMOTIVE SOCIETY [MIDLAND AREA]

THE Centenary of the opening of the Dursley branch in Gloucestershire falls on Saturday, August 25. A rail tour will start from Gloucester (Eastgate) at about 2.45 p.m. on that day and will tour the Stroud, Nailsworth and Thornbury branches, and also visit Dursley itself to mark the special occasion. The motive power will be ex-Midland 0-4-4 tank No. 58071 and in addition (to avoid "running round" at Stroud, Dudbridge Junction and Nailsworth) an ex-Midland 0-6-0 tank will be utilised for the Stroud-Dudbridge Junction and Nailsworth-Stonehouse sections. The Dursley branch locomotive, an ex-Midland 0-6-0 tank, will also assist over the Dursley branch. The tour will conclude at Gloucester (Eastgate) at about 8 p.m. Tickets at 12s. 6d. are available from S.L.S. Rail Tours, 16 Hutton Road, Handsworth, Birmingham 20 (please enclose a stamped addressed envelope).

LOCOSPOTTERS FIXTURES

THE NORTHERN RAILFANS CLUB

This Club's programme for late August and early September includes the following visits : **Sunday, August 12**—Crewe Works followed by Coach trip to Derby. (Due back Crewe 7.30 p.m. Meet Crewe 11 a.m. sharp) (Mr. Smith) ; **Saturday, August 18**—Darlington Works and 51A (Mr. Brown); **Sunday, August 19**—Coach tour from Gloucester to Barry, Cardiff and Newport. Dept. Gloucester 4.30 a.m. Due back 2.45 p.m. (Mr. Hawley) ; **Sunday, August 26**—Crewe Works (Mr. Smith) 2 p.m. ; **Sunday, August 26**—Coach tour from Darlington to Sunderland, West Hartlepool, and Teesside. Dept. Darlington 5.30 a.m. (Mr. Brown) ; **Sunday, September 2**—Coach tour from Gloucester to Bristol, Gloucester and Swindon (Times as for August 19) (Mr. Hawley) ; **Sunday, September 9**—Coach tour of Manchester. Start 11.15 a.m. (Mr. Hawley). S.A.E. for full details to Divisional Secs., Mr. C. B. Brown, 17 Glen View Street, Cornholme, Todmorden, Lancs, Mr. T. H. Smith, 380 Underwood Lane, Crewe, Cheshire, or to the Club President, Mr. Ray A. Hawley, "Torview," Goostrey, Crewe, Cheshire. Subscription is now 4d. per month (4/- per year) due to increased postage and printing costs.

Bournemouth Locomotive Society (affiliated to the I.A.L.S.C.) have arranged the following trips : **Sunday, August 26**—Newton Abbot and Plymouth (Cornish Riviera from Newton Abbot) ; **September 15-16**—Wakefield, Leeds and Yorkshire area ; **Sunday, October 14**—Willesden, Neasden and Cricklewood. Full details of all these trips from Mr. D. V. Stanley, "Forest View," 12 Spurgeon Road, Southbourne, Bournemouth, enclosing S.A.E.

A.M.R. East Midland Locospotters' Club. The following visits have been arranged : **Thursday, August 16**—Circular Minor Rail trip and sheds visiting Warwick, Leamington Spa and Rugby ; **August 26**—From Leicester, Loughborough and district to Birmingham and district sheds ; **September 2**—From Nottingham and district to Manchester district sheds ; **September 9**—From Leicester, Loughborough and Derby to Manchester district sheds ; **September 16**—From Nottingham and Derby districts to Birmingham and district sheds ; **September 30**—Special diesel train to Doncaster shed, York shed and museum. Open to non-members. Full details in "A Happy Locospotter"—4d. post free from Club Organiser, 82 Arkwright Street, Nottingham.

The South Birmingham L.S.C. are holding fortnightly meetings at Cotteridge School, Pershore Road (near the Savoy Cinema), Cotteridge, near Kings Norton, Birmingham, starting at 7.20 p.m. on **August 9 and 23.** Bus services to Cotteridge are : Outer Circle No. 11, 18A, 45A, B and C, from Navigation Street, also Midland Red Services 145, 146, 147. Refreshments are available at each meeting. A Photographic and Model Railway Section are being formed, also examinations for the Fourth Link Certificate in Progressive Locospotting are now being held.

All spotters in the area are advised to get in touch with Mr. Murray at the address below—no callers. Good programme of visits arranged. **August 19**—Sheffield Area ; **September 30**—Rail car trip to Doncaster and York ; **October**—W.R Railcar trip to Gloucester, Swindon Works and shed, Didcot and Oxford. Fare 28/-. 2/6 deposit secures a booking. Trips to Crewe Works also being arranged in conjunction with the Northern Railfans Club. Deposit for trips 2/6, uncrossed postal order. All enquiries enclosing a S.A.E. to Mr. Murray. **PLEASE NOTE** change of address which is now 175 Beaumont Road, Birmingham, 30.

Middlesex L.S.C. regret that the trip originally announced to Doncaster by diesel train in early August has been **cancelled.**

The Tyne-Tees Locospotters Club (affiliated to I.A.L.S.C.) will visit Darlington M.P.D. and Works on **August 5** ; Blyth on **August 17** ; Gateshead and Heaton on **August 26.** Further details will be announced in the August issue of The Tyne-Tees Locospotter—3d., post free, from B. Wharton, Hon. Regional Secretary, 71 Spencer Street, Heaton, Newcastle, 6.

●

SMALL ADS

Announcements made in this column cost only 4d. per word and will be read by upwards of 27,000 people. Insertion, which must be prepaid, to be addressed to "T.I." Small Ads., Craven House, Hampton Court, Surrey.

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IF YOU ARE INTERESTED in photographs of English or Scottish buses then send 6d. for my lists. —White, 40 Tettenhall Road, Wolverhampton.

REAL ACTION PHOTOGRAPHS. Ex-L.M.S., L.N.E.R., G.W.R., S.R. and B.R. standard locomotives, diesel and steam and named trains. Postcard size 6d. each, postage extra. Please send Postal Order, and number or class of engine required. (Excess postage refunded.) S.A.E. enquiries only.—John M. Burrows, 2 Parkfield Avenue, Twogates, Tamworth, Staffs.

MR. STAN CHERRETT, in collaboration with Brian Panton, is forming a new club for railway enthusiasts in the Bournemouth and Poole area. Shed and works visits are being arranged. Details from 93 Boscombe Grove Road, Bournemouth, enclosing S.A.E.

T.I. AGENTS WANTED

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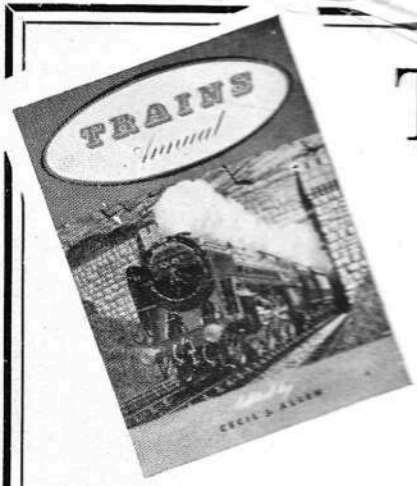

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1957

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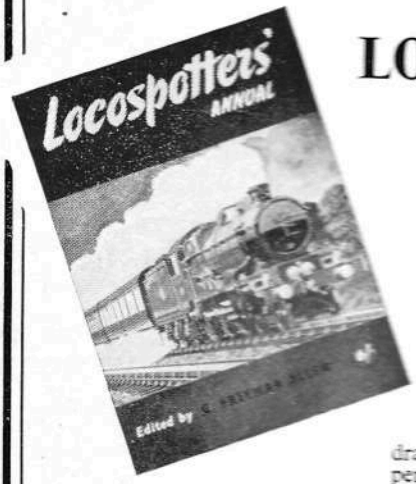

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